

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[PRICE 6d.]

[illegible]

ON ANTHRACITE COAL—ENGLISH AND AMERICAN.

I want the inhabitants of Philadelphia do for their coal; that
 a country where labour is \$1 per day, and mining in comparison
 found but imperfectly understood. The effect of monopoly on the
 and, competition on the other, is here plainly visible.
 present to think of introducing American anthracite into our London
 Exchange would be little short of folly; yet the time may come,
 it is only a matter of freight, when Londoners will gladly make use
 smokeless fuel: then London will cease to be the detestation of
 for their murkiness and gloom. In a few years the shipping trade
 equal to its requirements; the pressure of the Australian and Cape
 trades will have passed away; ships will be built larger and cheaper
 consumed at a less cost; then coal may be brought from New York

It would be useless to make comment upon this great disparity in the efforts of the Mine Inspectors, but it clearly points out the necessity for a board of control and direction, who can and will see that each does his best to carry out the objects of the Legislature. It is not a little curious that Mr. Dunn should feel so far ashamed of his short comings in respect to the number of pits he had examined, that he parries off any censur-

prietors for the purchase of the lease; while, at the same time, it has been bruted abroad that the purchase money has not been at all paid, and that the shareholder

prietors for the purchase of the lease; while, at the same time, it has been bruited abroad that the purchase money has not been at all paid, and that the shareholder

GREAT POLGOOTH MINING COMPANY.

excitement that it formerly was, and it leaves not a doubt that the Ferris
Perran United, and Great Wheel Leisure will resume their former good posi-
tion standing boldly forth in the ticketings, and in the list of great dividend-
mines.—RICHARD CLYMO: Sept. 8.

1. The first step in the process of the investigation is the identification of the problem. This is done by the investigator who is responsible for the study. The investigator must first identify the problem that is being studied. This is done by the investigator who is responsible for the study. The investigator must first identify the problem that is being studied.

was made. Captain W. Truran reported that the lode in the 20 and 21 level is worth 104. per fm. In the winze sinking east of Harvey's shaft, below the 10 fathom level, the lode is worth 104. per fm. They have about 5 fms. further to drive before they expect to meet with the South Crenver caunter lode, which they hope will do great things for them.

Notices to Correspondents.

MINING REPORTS.—Sir: I was led to believe, from your recent Notices to Correspondents under the above head, that in consequence of the abolition of the advertisement duty you would, in future, append the names to all reports which might be forwarded to you, so that the parties making them should bear the responsibility. I regret, however, to perceive that this salutary measure has not been carried out in all cases, as some of the reports are without authenticity; and it is the more necessary that this should not be so, owing to the great discrepancy of the reported progress from time to time of various concerns which are hebdomadally noticed in the *Mining Journal*. We are told of extensive lodes being discovered, of large quantities of rich ore being at grass, &c., which naturally lead the shareholders to anticipate the most favourable results; but week after week passes, and no further development is recorded, and no allusion to the former flattering prognostications made, the authorities, I suppose, sheltering themselves under the anonymous nature of their respective communications. It is to be hoped, therefore, that you will carry out your prescribed intention of not admitting any report of mines in future without it bears the signature of the party from whom it emanates.—*Blackvolts, London, Sept. 6.*—"Benevolus" is in error: he must again read the notice he refers to. We never expressed an intention of refusing insertion to reports which were not authenticated; but simply, that the removal of the advertisement duty would allow of all, who felt sufficient interest in their reports, to verify their contents by attaching their names. It is a question between those concerned—agent and adventurer. We think they should be authenticated, for mutual satisfaction.

THE SHARE LIST.—As we intimated last week, it is our intention to make an alteration in our Share List, which we trust will meet the views of all parties interested in the publication of correct mining information. The proposed alteration will not be made before the first week in October, after which no quotation will stand in the list of "Last Price" longer than a month, and the "Present Prices," only of shares will be inserted in which it is certified that business has been done within a week from the day of publication. We trust this arrangement will induce holders and dealers who are parties to mining share transactions to forward us correct details of all such prices and amount paid up. We shall also feel obliged by secretaries or purchasers of mining companies, in which the amount called or dividend declared is erroneously stated, to hand us the necessary corrections.

"W. J. B."—Enquiries have been made at the office; but hitherto without any satisfactory result. We trust that in our next we shall be in a position to afford our correspondent the information he requires. We have several communications on the same subject.

THE COST-BOOK SYSTEM.—Sir: At a meeting I attended this week of a mine working within the Stannaries jurisdiction, and on the Cost-book Principle, the following Rule was put to the vote:—Rule 10. "That at all the meetings of the association every shareholder shall have one vote for every share up to ten, and an additional vote for every five shares beyond the first ten shares held by him, up to 100, and an additional vote for every ten shares held by him beyond the first 100 shares, provided always that no shareholder shall be entitled to vote at any meeting unless he shall have paid all the calls then due upon the shares held by him." Will you, or any of your readers, inform me, through the medium of your Journal, if such a rule is not impracticable and illegal?—*A SHAREHOLDER: Sept. 9.*

"J. W."—An action would lie against the whole body of shareholders, or any individual adventurer; but upon the principle that one partner cannot sue another, the creditor, if he be a shareholder, could not maintain an action for materials supplied.

"Inquirer."—The pursuer can sue a creditor who has made default, notwithstanding the latter does not reside within the jurisdiction of the Stannary Court. The attendance of witnesses may be enforced by subpoenas from the Vice-Warden's Court, and may be served in any county in England and Wales. To ensure the attendance of a witness, more particularly if he be an unwilling one, and his evidence is important, his expenses should be tendered to him at the same time that he is served with the subpoena; strictly speaking, he would not otherwise be bound to attend.

"J. M. H." (Dublin) will obtain the information he requires in a pamphlet published at our office, descriptive of the Principles and Practice of the Cost-book System.—*Price 6d.*

MILL POOL MINE.—Sir: On the 17th August last, I sent to the pursuer of this mine a transfer for several shares, and received no acknowledgment from the agent. This morning (9th Sept.) I had the transfer returned, in consequence of the calls due, prior to the 17th August (the day of purchase), being unpaid. My object in writing is to ascertain if it be usual or justifiable for the pursuer to retain the transfer without advising the purchaser the cause, as the detention of the same precludes my getting the shares registered until two calls are paid—one having been made on the 23d, being five days after the purchase. I should esteem it a favour if any of your readers will advise me how to act, as my impression is that I can compel the immediate registration of the shares, on payment of the second call only.—*A. B.: London, Sept. 9.*

"J. M." (Swansea).—The inventor of the patent cyphron (Mr. F. C. Mousat, Earls-town, N.B.), will answer any enquiries respecting its application and expense.

MINING REPORTS.—Sir: It is with much satisfaction I find that your admirable suggestion, with reference to these statements being authenticated by the signature of the captain, or whoever may be the party reporting on the state of mine, has in the majority of cases been complied with. There cannot be a doubt that such a course will lead to the most beneficial results, and that it will open a wide field for legitimate mining. Shareholders and enterprising men of capital will have more confidence, and as a natural consequence bona fide undertakings will have their support. I trust, therefore, that all parties interested in the local management of mines will see the importance of this necessary step of attaching their names to their reports; the reports of those who do not comply with this wholesome proposition, will not, I am inclined to think, be looked upon with any great amount of confidence.—*J. J.: Islington, Sept. 7.*

"S. C." (Sheffield).—Enquiries respecting Wetterstedt's patent metal should be addressed to the manufactory, Commercial-road, Poplar.

"A Shareholder."—Under the Cost-book Principle, you can at any time withdraw on giving notice to the pursuer to that effect; but you would be liable for your portion of debts due and expenses incurred since the last general meeting, provided such expenses were sanctioned at that meeting.

"R. A." (Pembroke).—Undoubtedly it is the duty of the pursuer to summon shareholders to the monthly or bi-monthly meetings. He is also empowered to make the calls voted at general meetings, and the disbursements for materials necessary for carrying out the project; but he has no authority to pledge the credit of the company for a greater quantity of materials than are reported by the captain to be necessary. It is absurd to suppose that the pursuer has unlimited authority; in fact, it is laid down that all outlay must be restricted to that which is necessary, and sanctioned by votes of mining.

The communication from "Little Argus" (St. Austell), on the Great Crinnis Mine, is not adapted for publication.

THE MIZEN HEAD MINE.—Sir: Numerous enquiries are made in your Journal about the Mizen Head Mine, but no one asks the pertinent questions—How many of the 20,000 shares advertised in the company's prospectus to be issued were actually paid upon? How much was paid to the proprietor of the mine (Mr. Swanston, of Skibbereen) for his interest? Nor how many shares were allotted to the directors and others as paid shares, without these gentlemen being required to cash up at all? Unless these questions are properly answered, no man can know his liability in such a concern. It is quite clear, from a 2s. 6d. call being paid, that the original capital whatever it was, has disappeared. The state of the mine is this, that though as a mine it is a very good speculation, 5000l. capital must be laid out upon it, to drive up an adit, erect a steam-engine, and other machinery, to try it, and two years' patience must be exercised: 5000l. spread over 20,000 shares, or 2000 shares, as it may be, involves calls of 1s. or 2s. 10s. per share, and therefore, to any one who wishes to calculate his risk, it is important to know how many shares were issued.—*AN INVESTOR AND INQUIRER: London, Aug. 31.*

WHEAL FORTUNE (South Tawton).—In the report of Capt. Verran, by a typographical error, the word *stone* was inserted for *stone*—the sentence should have read, "and runs through the stone."

THE SHARE LIST.—Sir: I hail with satisfaction the proposed alteration in the Share List, as announced in your last Journal, a feeling which I have no doubt will be participated in by all who purchase for investment. I trust that parties will now see the necessity of forwarding you correct prices, as the surest way of inducing capitalists to invest in mining companies.—*W. S.: Hayle, Sept. 7.*

It is particularly requested that all communications may be addressed—
TO THE EDITOR,
Mining Journal Office,
26, FLEET-STREET, LONDON.
Post-office orders made payable to Wm. Salmon Mansell, as acting for the proprietors.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, SEPTEMBER 10, 1853.

The decisions of the Stannaries Court in Cornwall on all questions relating to the Cost-book System must necessarily prove interesting to every branch of the mining community. The case of *LENDKYOT v. WILLIAMS* and another, before the Vice-Warden, Mr. SMIRKE, at Truro, on the 27th August, was an action to recover damages for an alleged breach of contract respecting the sale of four shares, or parts, in a mine called the Wheal Jane, in the county of Cornwall. It appeared that the plaintiff had shares in the mine, which he considered a valuable one, while the defendant seemed to consider it one of little value. The plaintiff enquired from WILLIAMS at what price he would render him shares, and the result was that WILLIAMS, on the 9th March last, undertook to supply LENDKYOT, within two months, with four shares, at 12s. per share, which offer was accepted, and reduced to writing. In the course of the discussion, the defendant further undertook to supply the plaintiff with four more shares, within four months, at the same price; and the other defendant, Mr. M'WILLIAM, said he would go halves with WILLIAMS, and he also became a party to both contracts. The first had been carried out, the defendant WILLIAMS having bought shares at 18s. 10s. per share to supply the first four at the expiration of the two months; and the plaintiff offered to pay 48s., the price for the second four shares, but the defendants refused to purchase them for the plaintiff at the advanced price. The period having expired on the 9th July last, the action was brought to recover the difference between the price the plaintiff was to give for the shares, and the value of the shares at the time the contract expired. The shares were alleged to be worth from 18s. to 20s. per share, and the plaintiff's claim was 32s. The contract, dated the 9th March, 1853, signed by both defendants,

was in the following terms:—"We undertake to supply Mr. JOHN LENDKYOT with four 512th parts, or shares, in Wheal Jane, in the parish of Kea, at 12s. per share, within four months of this date;" and the acceptance of the contract of the same date, signed by the plaintiff, was in these words:—"I undertake to accept four 512th parts, or shares, in Wheal Jane, in the parish of Kea, at 12s. per share, at any time within four months of this date." The plaintiff having procured the first document to be stamped with an agreement or half-a-crown stamp, was himself examined in support of his case, as were also several witnesses; there was evidently much angry feeling, some recrimination, and a good deal of extraneous evidence given, and it was proved that the plaintiff had offered the 48s. to the defendants within the limited period. It appeared that the word "I" had been originally written in the first agreement, when first made out for Mr. WILLIAMS, but that when Mr. M'WILLIAM undertook half the responsibility it had been altered to "we," and that the word "two" had also been altered into "four," before the parties signed the agreement. It was proposed on the part of the plaintiff, on giving the stamped agreement in evidence, to connect it with the unstamped one, as one contract: this was objected to on the part of the defendants, on the ground that the unstamped document, having no connection with the other, and parole evidence being inadmissible to show any connection between them, could not be received, but the VICE-WARDEN overruled the objection. It was then submitted on the part of the defendants that the plaintiff must be unsuited, on the ground that, although he had tendered the money, he had not shown anything like a tender of a conveyance of the shares. It was strongly contended that before the purchaser of a share could maintain an action for the non-completion of a contract he must tender such conveyance. In support of this view, *Sugden's Law of Vendors and Purchasers*, 9th ed. p. 247, and STEPHENS'S *DEMANDANT*, 12 *Law Journal*, p. 120, were relied on. The VICE-WARDEN considered the point worthy of consideration, but decided on leaving the case to the jury.

After the counsel for the defendants had addressed the jury, the VICE-WARDEN for his own information examined three witnesses, who proved that the mine was a cost-book mine; that printed forms of transfers were generally used; that a written document would do, but it was conceived a verbal notice would not; that the seller generally provided the transfer, but that there was no general rule upon the subject. The VICE-WARDEN then directed the jury that the stamped paper signed by the defendants was in itself a perfect contract; that if the other were necessary, he considered that the two made a valid contract; and that one stamp was sufficient for both. He also told the jury that there was no necessity for the actual tender of a transfer; that if the contract was *bona fide* on both sides, that there was no fraud, and that the defendants could have recovered, if the difference in value had been in their favour; the verdict ought to be for the plaintiff. With regard to damages, the criterion was the fair value of the shares at the two periods—that is, the difference between 12s. and what the jury should consider the fair market price at the time the contract was broken, multiplied by four.—The jury returned a verdict for the plaintiff for 24s.

On the following Tuesday, Mr. CHILCOT moved, on behalf of the defendants, to enter a nonsuit on the points raised at the trial; and the VICE-WARDEN took time to consider the case. On the next day he delivered judgment. The questions in the case were reduced to two—first, that there was no agreement, duly stamped, signed by all the parties to it; and, secondly, that there was no tender of a conveyance of the customary transfer. His opinion was that the first agreement signed by the two defendants was in itself a complete contract. Whether it was an agreement in its present shape sufficient to charge the plaintiff, if the defendants were now suing him, was a question not then before the Court. If it had arisen, he should then have had to decide whether the two papers taken together were or were not on the face of them sufficient to form one contract, binding on both parties. The second objection—namely, the omission to tender a customary transfer—he also decided to be untenable. The case had this peculiarity, that it did not appear that the defendants were shareholders. Certainly, one of them was not; and although they had contracted to procure shares, why should the plaintiff be obliged to tender a transfer to persons who were not themselves owners of shares? That he might not be thought to countenance an opinion that a regular tender of a transfer was necessary, he wished to add his strong impression, that in such mines a legal transfer was effected by the entry in the cost-book, which was, of course, preceded by a bargain between the vendor and future shareholder. He should, therefore, refuse the rule.

The points in this case, although apparently simple, were very important, and appear to us, beyond all question, to have been rightly decided. There are two parties to every agreement, the party who contracts, and the party who accepts the contract; and the law requires but one stamp upon every agreement, no matter whether written upon one sheet of paper or more, provided it be but one contract. If the rule were otherwise, every separate document, no matter how many, which was evidence of the agreement would require a separate stamp, which is only necessary where there are several distinct agreements. To have decided that shares in a mine established and conducted on the Cost-book System required to be transferred by deed, in the same manner as an interest in land, would be establishing a fallacy, and unsettling the safe and simple principles on which adventures of that description have ever been, and still are, invariably conducted.

The proposed formation of a line of railway along the Valley of the Esk, and surrounding localities in the Cleveland mineral district of Yorkshire, was noticed by us at some length in the *MINING JOURNAL* of 27th August; and we are happy to find that there is every reason to believe the NORTH YORKSHIRE AND CLEVELAND MINERAL RAILWAY COMPANY will be powerfully supported in executing its important function. Two well-attended public meetings were held on the subject last week—one on Monday at Stokesley, the other on Wednesday at Whitby. The former was presided over by Lord DE L'ISLE and DUDLEY, who, in opening the business, expatiated on the advantages which such a line would confer on Stokesley, situate as it was in the very centre of the route. Perhaps there never was a railway brought before the public under more favourable auspices. Besides the goods and passenger traffic, usual to all railways, there would be a large traffic in ironstone; and, everything combined, this railway would prove one of the most remunerative investments which had recently come before the public.

The great object of the Stokesley meeting appeared to be the securing the direction of the line as near that town as possible. If within a mile, it appears the inhabitants would be satisfied; and Mr. BOURNE, the engineer, stated the route would communicate with the Leeds Northern Railway a little to the south of Pickton Station, near Yarm; and, curving towards the east, pass between Potto and Garden Stones, below Great Busby and Carlton, and crossing to Kirby-lane, about a mile from Stokesley. Then curving up to the right a little to Ingleby Greenhow, it will proceed to Kildale, passing on to the north of the church, thence to West House, where it will enter a deep gorge at the summit of the Esk. Following the course of the Esk at Castleton, the line will be on the north side of the Esk. At Danby it will be on the south side of the Esk, crossing over the Esk again at Lealholm-bridge, thence to Egton-bridge, and joining the Whitby and Pickering Railway at Gresson, it would be perfectly practical to construct a branch line into the town.

Mr. E. W. JACKSON laid before the meeting some highly-interesting statistics. Since the construction of the Liverpool and Manchester line, 7300 miles of railway have been constructed in this country, employing 2700 locomotive steam-engines, travelling 43,000,000 of miles a year, and a large number of servants, deriving a vast revenue, and conveying upwards of 100,000,000 a year. Up to January, in 1852, 7338 miles of railway had been formed, at an average cost of certainly more than 33,000l. per mile; and a great many of those lines passed through the ordinary agricultural land of the country. The estimate for this line was under 7000l. a mile. A great deal of this line would pass through a purely agricultural country; and, therefore, whilst land in other districts had been paid for at an enormous rate, the land in this neighbourhood would, through the great liberality of the landowners, cost a comparatively small sum. He was glad to hear that they appreciated the observation he had now taken the opportunity of making with regard to the landowners; and indeed it was a good sign when they saw a nobleman who had the blood of all the SIBTHYS in his veins at that moment presiding over a meeting which had for its object, not his own individual benefit only, but of that of the great community at large, which they saw represented at that meeting. He would just give them an item as to cost, by way of comparison, though they say that "comparisons are odious." The Lancashire and Yorkshire Company, for an extent of 56 miles, paid to the landowners 513,000l., which is something like 10,000l. a mile. He hoped that this would not cost 5000l. a mile. All the other landowners, he believed, were

equally liberally disposed with their noble chairman. These were items which had a very material bearing on the cost of their railway; and he was now dwelling particularly on the cost, because upon that depended the facility with which it would be made, and also the benefit they were to derive from it. Then let him say, and he begged to say it with satisfaction and becoming humility, that upon this line all parties were agreed; there was not, he would venture to say, a single landowner or freeholder who did not come there heart and hand to contribute, as far as was in their power, to this railway. In the course of his intercourse with them, he had had nothing but the warmest reception; and there had been every disposition shown to help the line forward. He had the satisfaction of telling them that the West Hartlepool Harbour and Railway Company were among their supporters, and even willing to advance them money to bring them through Parliament, and aid in the construction of the line.

Mr. SOWERBY (a solicitor) entered into some estimates of return. The capital required to complete the line would be about 200,000l., the interest of which sum, to pay 5 per cent., would be 10,000l. a year—to meet the payment of which they would have not only the revenue, as calculated in round numbers, at 15,000l., but the tonnage upon the ironstone (say, the quantity used on one set of works—viz., 300,000 tons annually, at 1s. per ton), amounting to an additional 15,000l., or, in the whole, 30,000l. This, compared with the workings in the Middlebro' district, appears a very moderate calculation; and yet the income would enable the directors, after paying the current annual expenses, to pay a good dividend. In the Middlebro' district there are already the Eston and Up-leathan Works—each producing 300,000 tons of ironstone annually; and the first set of works in the Guisbro' district will shortly produce a similar quantity. In addition to which the ironstone in the Normanby estate is let, and several other estates are in the market; and there appears no reason why a similar quantity may not be obtained from the valley between Stokesley and Whitby.

Alderman LEEMAN, of York, and several other gentlemen, addressed the meeting; and it was at length resolved "That a share-list be immediately opened for the purpose of raising the capital necessary for completing the undertaking."

At the Whitby meeting, held at the Angel Inn, H. BELCHER, Esq., presided. In the course of his remarks, he said some parts of the Cleveland district was so rich in ironstone, that they would produce 20,000 tons per acre from the two bands alone then in work at Gresson. The railway would open up the communication between this district and the coal-fields of Durham, and would also tend greatly to the advantages of the agricultural districts through which it passes.

Mr. E. W. JACKSON also spoke at some length at this meeting; and, in addition to several other speakers, urged the necessity of improving the harbour of Whitby, and thus rendering it the "Liverpool" of the eastern coast. The Chairman observed that the late GEORGE STEPHENSON, on first seeing Whitby Harbour, said "Nature has done every thing for you; but you have done nothing for yourselves." A resolution was passed to the effect that the formation of the Cleveland Railway appears to this meeting highly important, not only to the agricultural and mineral districts, but to the inhabitants of the town of Whitby, that it was much to their interest to give it their warm, most strenuous, and liberal support. A committee was also formed to solicit the taking up the shares.

The case of *STROUSBERG v. the NATIONAL DEPOSIT ASSURANCE COMPANY*, which came on trial before the Lord Chief Baron at the late Croydon Assizes, involved a question of law of the greatest importance to the trading community. In form the action was brought for the recovery of the value of work done and materials provided for the defendants, who represent a joint-stock company, completely registered and incorporated according to the provisions of the 7 and 8 Vic. c. 110. In order to give our readers a clear view of the legal question to which we have referred, it will not be necessary for us to enter minutely into the nature of the transactions between the parties litigant in this case. The only defence placed upon the record was a denial of the defendants' liability, and two questions thereupon arose: 1st, one of fact—viz., whether the party who gave the order had the authority of the company to do so; and 2d, a legal point—viz., whether the 44th section of the Registration Act debared the plaintiff from recovering, in consequence of certain requirements of the statute in reference to contracts above 50l. not having been complied with. The original claim in the case under consideration was 2600l., but during the course of the trial a compromise was effected between the counsel of the parties, and a verdict passed by consent for the plaintiff for 1600l. Although the case was thus disposed of, however the legal question put forward was fairly raised, and we think this an appropriate time to bring the attention of our readers to the effect of the section above referred to. After reciting it to be expedient to regulate the contracts of joint-stock companies completely registered, it proceeds, in substance, to enact that every contract for goods above the value of 50l., or for services exceeding a period of six months, and for which the consideration price exceeds the sum of 50l., shall be void and ineffectual at law, unless made in writing, signed by two directors, and sealed with the common seal of the company, or countersigned by some officer appointed for that purpose by minute or resolution; then follow these words—"except against the company upon whose behalf made." This exception, when carefully considered, seems plainly intended to disable joint-stock companies from enforcing, or having the benefit of, unexecuted contracts, in which the required formalities have not been observed, but leaves it open to parties who have supplied goods, or rendered services, to seek the ordinary remedies at law against the company. That this is the true construction of the clause in question becomes more clear and satisfactory, when it is considered that a contrary construction would lead to this monstrous proposition—viz., that a company might enjoy and derive benefit from goods supplied, or services rendered on their behalf, and yet resist payment, merely because they had not observed the formalities required by the Act in giving the order; in fact, thus taking advantage of "their own wrong." We apprehend, therefore, that in cases where the consideration price exceeds the amount mentioned in the statute, it is open to the creditor to sue, but he will have to make out the authority of the agent of the company *strictissime*. A similar question arose, and was decided in the case of *PALCING v. the North-Western Railway* (21 *Law Times*, p. 64), in conformity with the view which we have above presented to our readers.

By the 45th section of the Act under consideration various rules are laid down with reference to bills of exchange and promissory notes issued by completely registered joint-stock companies, so as to render them binding upon the company. This clause of the Act seems naturally to call for notice upon the present occasion, because contracts of this kind, of necessity, occupy a most important place in the estimation of a commercial country. It provides that bills of exchange and promissory notes must, in order to render them binding upon the company, be signed by two directors, expressed to be such on the face of the instrument, and be countersigned by the secretary, or other authorised officer of the company. The endorsement of such instruments will be adequately effected by the signature of any officer empowered thereto, either by deed or by-law. The creditor, with reference to these securities, therefore, would seem to be called upon to exercise more diligence in ascertaining whether the statutory requirements have been complied with than in the previous section. Lastly, it is declared that all the requirements of the statute having been complied with, the directors and secretary are not to be held personally liable, except as shareholders in the company. The effect of the latter clause is to render the joint-stock property in the first instance liable to answer the demands of the creditor, and upon failure of that resource, the individual property of the shareholders may be had resort to.

In last week's *Mining Journal* we inserted some observations on the wide-spread mania which appears recently to have animated many of the American journalists on the subject of the iron-producing capabilities of the United States; and it is highly satisfactory to find one editorial writer in that country taking a right view of the question, independently and truthfully showing up the difficulties attending the iron manufacture in new and insufficiently populated districts, and giving valuable information to the capitalist, which will induce him to consider well the chances before he risks his wealth in the iron manufacture. The *Detroit Advertiser*, of the 15th of August, in a long article, fully bears out our remarks of last week. With respect to the Lake Superior iron ores, it is shown that they are the specular oxide of iron, which never can exceed 72 and a fraction per cent. of iron; and no reliable analysis has yet been published of this richness; while the *Detroit Tribune* has stated the produce at from 75 to 95 per cent. These ores are not peculiar to Lake Superior; they are as abundant in Missouri, and similar ores are extensively worked on the shores of Lake Champlain, in Orange County, New York, in New Jersey, Georgia, and New Hampshire. The Andover ore of New Jersey

cannot be distinguished from the choicest of that of Lake Superior. They are very free from foreign earthy matters, but require roasting, stamping, and screening, and it requires 2 tons of stone to produce 1 ton of iron, the cost of which, on the shores of the lake, and transporting the iron for sale at Cleveland, amounts to 11½ per ton: Indian charcoal pigs are quoted 6½ in London. This cost may be reduced by running 20 or 30 furnaces in the same establishment; but several difficulties are pointed out by the writer, as requiring careful consideration, before he could be justified in pronouncing upon the success of such an undertaking. The business is entirely in the hands of skilled workmen, possessing skill only to be obtained by long practice; and their places cannot be filled by men picked up anywhere. Strikes were much to be feared in a remote district, shut off a large portion of the year from all communication with other places where the manufacture is carried on. Again, to carry on a large establishment powerful machinery is required, which must be kept in good working order, and to repair accidents in which perfect machine-shops, foundries, and large forges, must be at hand; now these must be on the works, and competent mechanics employed at large cost, or ruinous delays must ensue. Such considerations, and others arising out of the great expenses of introducing and supporting the population at Lake Superior, has led the writer to look with incredulity upon the large estimates of profits made out by some which are to arise immediately on commencing the iron manufacture there. Still, there is every disposition evinced to appreciate the great value which manifests itself in the enormous deposits of iron ore in the various states, suitable for the manufacture of the best boiler-plate, carriage-axes, wheels, wire, and other works requiring great strength. These, as population increases, and the Western States become denuded, will, by degrees, come into operation, and eventually, though at present the time is far distant, there will be a manufacture of iron sufficient to meet the requirements of the whole nation. The canal of the Saute St. Marie, when completed, will be one step towards its advancement, but many other difficulties exist which time only can surmount, and which must be overcome before the sanguine prognostications of American writers are verified.

We have on various occasions noticed in the columns of the MINING JOURNAL the progress of the EAST INDIAN IRON COMPANY, and in the number for April 12, 1851, will be found the full prospectus, and also some leading remarks on the objects and prospects of the undertaking. The proposed development of the railway system in India, and the consequent great increase in the inland trade and commerce which will result from it, in which iron must form one very considerable item, induced some gentlemen of capital and influence connected with that country to promote and support the above enterprise. By it a large increase in the manufacture of iron and steel must take place in British India for the supply of the markets of the three presidencies, the adjacent islands, and states, and even England, at economic yet remunerative prices, the metal produced being fully equal to Swedish and Russian at much lower prices, thus superseding the use of that imported from those countries.

The company's works are situated at Porto Novo and Beypore; they hold from the Government leases of extensive tracks of wood land at a low rent, embracing all the jungle and underwood, highly suitable for the manufacture of charcoal for the purposes of the company; and have obtained from native landholders land grants on leases over hundreds of square miles of ore ground and interminable forests, with a hill of magnetic iron ore in itself inexhaustible, with the extraordinary advantage of not requiring mining, being found on the surface. They have also a grant from the Madras Government for the exclusive right of raising and working the magnetic ores of that presidency. The delay in bringing the undertaking into active operation has been caused by the lengthened negotiation with the Board of Control and the India House, which is now satisfactorily concluded; and we are glad to find that the contemplated arrangements with the East India Company, for the exclusive privilege of manufacturing iron on the British system in India, has at length been completed, on terms of great advantage to the company, and that the Charter of Incorporation has been obtained. A meeting of the proprietors took place on Wednesday, when it was unanimously agreed to raise a capital amply sufficient to carry on the undertaking on a most extensive scale. The company will now proceed under the most favourable prospects, as a large increasing demand for rails and other iron, particularly the heavy castings for the various railway works, must arise, and which they doubtless will be required to supply, in preference to importing the material from England. Within the last six months the company, with their present limited appliances, have furnished the Madras Railway with 500 tons of chairs, and can produce at the rate of 5000 tons of castings, and 8000 tons of wrought-iron, per annum; but with the additional capital it is confidently expected they will double that produce. A full report of the proceedings appears in another column.

It is not generally known how deeply the public are indebted to the late Duke of WELLINGTON for his assistance to, and support of, the original South Australian Commission, consisting of Lieut.-Col. TORRENS, W. A. MACKINNON, Esq., M.P., W. HUTT, Esq., M.P., GEO. PALMER, jun., Esq., JOHN WRIGHT, Esq., JACOB MONTEFIORE, Esq., S. MILLS, Esq., GEORGE FIFE ANGUS, Esq., EDWARD BARNARD, Esq., and JOHN SHAW LEEVE, Esq. These gentlemen laboured hard for the establishment of the colony of South Australia, which was effected in 1836—thus successfully carrying out the self-supporting system of colonisation; for it has not cost the British public one sixpence, while all the other colonies cost large sums annually. The original promoters of the scheme were of the Liberal party; and yet the so-called Liberal Government of 1834 refused them their attention and support. At the 11th hour, Mr. GOUGER, the secretary, in absolute despair, applied to the Duke of WELLINGTON for an interview, which was granted, when he laid the details of the plan before his Grace, and entreated his support and countenance. The Duke entered very fully into the views of the commissioners, and said he should like to see the experiment tried, and through his endeavours the bill passed the House of Lords on the 15th of August, 1834; and the Duke and the Earl of ABERDEEN, when for a short time in office in 1835, took the requisite steps for putting the Act in operation. Through the energies and standing of the commissioners, a sum of 35,000*l.* was raised on the sale of orders for land in South Australia, and 80,000*l.* on loan—of which sum they deposited 20,000*l.* in the hands of trustees as security against the colony becoming a burthen on the mother country.

The commissioners gave their gratuitous services to the country upwards of four years and a half; they established the flourishing city of Adelaide, which in December 1839 contained a population of 17,000, with a revenue of about 17,000*l.* per annum, independent of land sales, which then amounted to 50,000*l.* per annum, and which was strictly applied to purposes of emigration. This eminently useful commission was then abruptly dismissed by the Colonial Minister of the day, who prevailed upon the QUEEN to appoint three tools of his own, at a salary of 1000*l.* a year each, on the plea that the original commissioners had applied for remuneration, which was not the fact, they only desiring to have their services recorded, and to receive the thanks of the House of Commons, or of the country. The revenue of South Australia for the quarter ended Sept. 30, 1852, was at the rate of 125,450*l.* 7s. 4d. per annum, and expenditure 72,130*l.* 5s. 8d., leaving a surplus of 53,320*l.* 1s. 8d. The original commissioners were appointed under the sanction of the House of Commons for a period of ten years certain, notwithstanding which they were dismissed at the end of five by the single vote of a colonial secretary.

ANOTHER STRIKE OF THE WIGAN COLLIERS.—The colliers at Wigan have given notice of a strike on the 14th inst., unless their wages are advanced 15 per cent. They have already received three advances since Christmas, making a total rise of 45 per cent.; and the masters are resolved this time to make a stand. The largest contracts of the coal owners at Wigan are with the large gas works at Manchester and Liverpool, who have promised to give them every indulgence during the struggle, should the men turn out. A meeting of the masters, including the Earl of Balcarras, the Ince Hall Coal Company, and others, was expected to take place yesterday, to consider the steps necessary to be taken for the defence. The turn-out of the trades has been regarded by many, so far, as something like the wisdom of the monkeys at the round-house in the Zoological Gardens, who each seized his next-door neighbour's pan of food at breakfast, and, without perceiving that nothing was gained by the theft, since each got his panful after all. It has been said, "If the trades whose wages are most depressed succeeded in raising themselves, it would be a happy result for trade; but if every trade makes a struggle, and gets 10 per cent. advance, and their produce is raised in proportion, and every man's bread and butter, and shoes, and clothes, and everything else is 10 per cent. dearer, what is all this struggling, turmoil, and vexation for?" But the colliers are not making a mere 10 per cent. of it. Unquestionably, if they get an advance of 15 per cent. more, making in all a total of 60, they will be comparatively well off. There is a great sympathy abroad with these portions of the struggling masses, and many secret wishes that they may succeed; but by-and-by there will be more need for sympathy with other classes—those work-people in trades overstocked, or which have decayed or are decaying, who have no hope of any advance, and whose wages, by the general advance in price which is resulting from strikes, will be further deteriorated.

THE IRON AND METAL TRADES OF SOUTH STAFFORDSHIRE.

(FROM OUR CORRESPONDENT IN BIRMINGHAM.)

SEPT. 8.—Up to this evening we have had an uninterrupted succession of brisk orders for nearly all descriptions of iron, and the tendency has been rather to advance than recede. The share market, and all other public securities, participated throughout the week in the buoyancy consequent upon the prosperous state of the staple manufacture of the district, but a succession of telegraphic messages from London up to and after 5 o'clock, relative to the Eastern question, caused an uneasy feeling, and commercial transactions were materially impeded. The share market went down full 1 per cent. upon almost every description of railway shares, and there was an evident disinclination to purchase at any price. An unsatisfactory result was also produced amongst the merchants, who are at present preparing a more than ordinary amount of goods for all parts of the continent. The execution of orders recently given out to the manufacturers will not be urgently required, all parties being apparently willing to wait the arrival of some definite settlement of the long agitated question of peace or war. With the exception of this consideration, there is nothing to prevent a most beneficial winter's trade. The Australian and American markets are still comparatively empty, and all the hands that can be brought to bear upon the manufacture of some articles will not be sufficient to execute in two years half the orders on the books.

The Metal Market is still in a most unsatisfactory state. Tin continues scarce, and yesterday the long-expected settlement of the price was announced and fixed at 6*l.* 3s. for the present. The circulars announced a continuance of the want of supply, but no intimation of another immediate advance. If anything like a suspension of orders for manufactured goods should take place, the real cause of the scarcity will speedily develop itself. The Copper Market remains stationary.

The general trade of the town is reported satisfactory, although in some branches, there may not, perhaps, be that great activity which existed a month back.

The gun trade affords constant employment, the orders being chiefly foreign, but the demand for home requirements is exceedingly limited. At this period of the year, fowling pieces of every description ought to be in demand; but, whether from the known scarcity of game, or there being heavy stocks remaining from previous years, this class of guns are not required, and, if the orders from abroad were not so numerous as they are, our artisans in this branch would not be fully employed. An impetus will, however, be shortly given to several branches of this trade by the issuing of a large Government order for barrels, triggers, locks, and gun-furniture generally. Tenders were sent to the Board of Ordnance yesterday, and the contracts will be completed probably next week.

The jewellery and other light fancy trades are in a highly prosperous condition, and, at the present time, men are working over-hours, to complete extensive orders for Australia, to be forwarded in time for the "season." The goods are chiefly gilt, but a large portion are of gold and other costly materials, all of which will, no doubt, find a ready sale in the colonies.

The manufacture of iron houses for Melbourne is still carried on with activity in this town and at Smethwick, where, also, patented bedsteads of the common class are being made in large quantities. The novelty and simplicity of the construction of these bedsteads have attracted attention, and the firm are in expectation of receiving a large order from a neighbouring state.

In connexion with the mining operations of the district, the most important feature of the week has been, the opening of the new sinkings at the Uxbridge Colliery, on the Cannock Chase, in the neighbourhood of the Hammerwich Colliery [a full notice of which is inserted in another column].

As you are aware, there has been a rivalry between the Birmingham Canal Company and the South Staffordshire Railway Company, to obtain access to this district, owing to the now well-known importance of the country. The mining property belongs to the Marquis of Anglesey, and so great has been the demand for coal in this district, that the noble marquis has been induced to extend mining operations in that locality. The Uxbridge pits have been sunk on the Chase, near the north-west of Norton Pool, in the midst of a coal-bed of many thousand acres. At one o'clock yesterday, the noble marquis, attended by a great number of the gentry of the county and many of the most extensive coal and iron-masters, entered the Chase, and proceeded to the new sinkings, when they were formally opened, and a new era in mining operations is consequently established by the inauguration of this immense tract of unexplored mineral wealth. After the opening, several trucks were loaded with coal, and drawn by the "Black Cock" engine, accompanied by the party, to the Anglesey branch of the Birmingham Canal. The occasion was celebrated by a general holiday. The colliers were regaled throughout the day, and a *dejeuner*, which was honoured by the presence of the gallant veteran, closed the interesting ceremony, which is justly looked upon as one of immense importance to this district.

THE COAL TRADE.

The following is a statement of the delivery of coals, &c., in the port of London during the month of August:—

London during the month of August.—					
	Ships.	Tons.		Ships.	Tons.
Newcastle	343	101,326	Scotch	5	559
Sunderland	143	42,051	Welsh	14	2,367
Seaham	116	26,578	Yorkshire, &c. ..	30	1,897
Hartlepool & West Hart. ..	188	49,556	Small coal and cinders ..	8	1,496
Stock, Middlebro', &c. ..	52	11,038			
Blyth	24	4,686	Total	923	243,145

Coals brought by railway, and entered at the Coal Market during the month of Aug., 1853

Coals brought by canal, and entered at the Coal Market during the month of Aug., 1853

Coals brought within the London district on common roads, and entered at the Coal Market during the month of Aug., 1853

Imported from 1st January to 31st Aug., 1852

Imported from 1st January to 31st Aug., 1853

Decrease of ships and increase of tons

THE RAILWAY COAL TRADE.

Monthly statement of coal and coke brought by railway and canal within the London district, during the month ending August:—

Railways.	Tons cwt.	Railways.	Tons cwt.
Great Northern	24,592	Great Western	1,353
North-Western	16,305	South-Eastern	924
Eastern Counties	4,571		
Total by railway in Aug., 1853	47,474		
Coals by railway in Aug., 1852	21,970		
Coals by canal in Aug., 1852	2,408		

Comparative Statement of 1852 and 1853.

Coals by railway from 1st January to 31st Aug., 1853

Coals by railway from 1st January to 31st Aug., 1852

Increase in the year 1853—railways

Coals by canals from 1st January to 31st Aug., 1852

Coals by canals from 1st January to 31st Aug., 1853

Decrease in the year 1853—canals

WOMEN EMPLOYED IN COLLIERIES.—In the quiet and remote districts of South Wales we regret to learn that the abominable practice of employing women underground still prevails. We strongly recommend this fact to the serious attention of the Commissioner appointed under the provisions of the 5th and 6th Vic., and beg to suggest to him the propriety of making an autumnal tour in Pembrokehire, not only for the benefit of his health, but for the moral and social improvement of such of her Majesty's lieges as an Act of Parliament has placed under his care and supervision.

THE STRIKE IN WALES.—(From a Correspondent.)—Your informant, in last week's Journal, "cries peace when there is no peace;" for the strike at Dowlais still continues, although the combination among the men is somewhat broken. The Welsh do not keep together in these strikes like the English; and in consequence the evil continues longer, where the population, as at Dowlais, is mixed. It is a pity but that some brief and decided mode of settling these disputes was devised, as much misery results from them.

HOLYHEAD HARBOUR was commenced in 1849, and it is intended to secure a total area of 300 acres for the purpose of a harbour, two-thirds of that space having a minimum depth of 7 fms. at low water. Accommodation will be provided for about 400 vessels of all classes, including 70 men-of-war as large as the *Duke of Wellington*. The north or great breakwater will be 5000 feet long, and 170 wide, and of this immense work 4000 ft. have been already completed to low-water mark, 3500 ft. of it being from 14 to 15 ft. above high-water. The depth at low-water thus filled up is from 45 to 48 ft., and some idea may be formed of the magnitude of this mole from the fact that the stonework which surmounts it is about 80 ft. above the foundation. The smaller or eastern breakwater, which protects the harbour on the landward side, will be 2100 ft. long, and 1000 ft. of it have already been formed, in a depth of 30 feet at low-water, and to a width of 100 ft. Since 1849, when the works were begun, 2,400,000 tons of stone, in blocks varying in weight from 10 tons downwards, have been deposited in the sea; and the rate at which this gigantic operation is carried on is said to be from 22,000 to 27,000 tons per week, and from 4000 to 5000 tons per day.

ON THE PRODUCTION OF GOLD IN ENGLAND.

BY JOHN C. LYE, ESQ.

(Read before the British Association for the Advancement of Science, Sept. 9.)

Being engaged in a systematic exploration of the gold regions of England since my return from Australia, I have thought that it may promote the investigation of our gold resources, to bring the subject before the British Association. Although I discovered gold on Dartmoor about four years ago, when on a visit to this country, I may say that my attention was first devoted to the gold-fields of England while in Australia, on the grounds of similarity of mineralogical structure. As the subject has not been systematically treated, there was little to guide me as to the existence of gold here, beyond the statement as to the Wicklow diggings, the legends about Leadhills, and slight notes on some few other places. I am now, however, in a position, by means of my own explorations, by researches in various works, and by the communications made to me, to determine the existence of several considerable gold regions. At present, I am aware of gold being found in about forty different counties in the two islands, and though I cannot determine the absolute extent of the gold regions, I am satisfied that the gold-bearing formations include a wide area, which I may roughly state at 50,000 square miles. As a general fact, which has been confirmed wherever I have had the opportunity of investigation, gold will be found where the clay-slates are in the proper direction with regard to the intruded crystalline rocks, in the same way as in Australia, California, the Ural, and other gold regions.

The number of known localities in which gold is found is at present about 100; but as I continue my researches, or as the subject is pursued by others, this number will be very much increased. In some districts every small valley or gully bears gold to a greater or less degree. To name the several known localities, or even counties, will take up needlessly the time of the members, and I shall endeavour, in as short a compass as I can, to give a clear view of the question generally.

For the sake of convenience, I shall divide the gold regions as follows, though this will not embrace several outlying districts, nor such as have not been adequately investigated. These gold districts are:—The West of England, the Mid England, the Northumbrian, the Lowland, the Highland, the Ulster, and the Leinster. These I have marked roughly on a map, but which is only intended to show the general positions, without determining the boundaries or geological areas. In no one case of the largest gold-field I have yet examined am I able to determine the limits, or to say that it does not extend beyond the scope of my researches within the space of the mineralogical formations suitable to gold. The west of England formation embraces Cornwall, great part of Devon, and great part of Somerset, and may conveniently be divided into three districts—Cornwall, Dartmoor, and Exmoor.

In Cornwall, as has long been known, gold is found in what are called the tin streams. Tinstones are, to a greater or less extent, frequently found associated with gold. Thus they have been found in Wicklow, and I have found them in Australia. Of these gold-bearing tin streams about twenty are known to me, all running to the south coast, and I have recognised them as far east as Dartmoor. The presence of tin is not, however, an assurance that gold will be found, nor is its absence or small quantity any argument on the other side. From the best judgment I can form, the area of gold deposits in Cornwall and West Devon is very extensive, and I have every reason for believing that the ores with which gold is associated will likewise yield it largely. Much of the copper of Cornwall contains gold, as, indeed, does metal produced from the Cornish mines; it will likewise be found in many localities with the silver-lead ores. A very rich class of ores in which gold is here found are those locally termed gossans, generally oxides of iron; it is likewise found in some of the iron pyrites. For the last 300 years the gold of Cornwall has been very little worked, and the produce is very small: the only mine that I am aware of in which the working of gold was projected was the Rough Tor Mine, on the north coast, but nothing was done. The ores of Cornwall generally have been neglected, though the capability of yearly productions must be very great. The only case of working a gold deposit was by Sir Christopher Hawkins, at Ladoek, who, when working a tin stream, paid the tinners for all the gold they got. The only gold produce of Cornwall is some stray nuggets and gold dust. The gold dust is known to have been collected by the tinners from the time of Queen Elizabeth, and is generally put in quills, as in some parts of Africa. It is chiefly coarse gold dust which is so collected, and which was formerly called hops of gold; there is no systematic gold washing, as not being understood, and the existence of speck gold not being formerly known, it is supposed regular gold-washing would not pay. The nuggets that have been picked up are very small in comparison with some of our Australian monster nuggets, nor have there been any large lumps of gold in quartz. The largest Cornish nugget, or "pocket," was one of about 2 oz., from a stream-work; it was of the size of a lady's little finger, and worth 10*l.* 10s.; another nugget from Creed, of the size of a walnut, produced nearly 1 oz. of gold.

The tin streams, as they are called, are very much like Australian or Californian gold diggings, but are worked in a ruder way; for though a few specks of gold in a dish will pay the labour of the gold-washer, a few specks of tin will not pay the tinner, and he does not wash so finely as we do. I may observe, that one prejudice as to English gold-workings has arisen from the fact that the miners who have tried to wash stuff for gold, have either not succeeded in getting sufficient produce, or have obtained none at all; they have thrown away stuff, or tailings, from which, by my manipulation, I obtained gold; they do not wash clean enough, nor are they well practised in what is a very nice process.

The tin streams at Carnon, which is a well-known locality for nuggets, has been worked down in some places 40 ft. to the shelf, or bed rock, as we call it. The strata consist of sill, sand, mud, and shells. The tin-ground, with rounded masses of tin ore, is sometimes several feet thick, and mixed with round pieces of slate, granite, and quartz; it is sometimes only a few inches thick. Above the tin-ground is sometimes found a thin stratum, consisting of wood, moss, leaves, nuts, &c.; fossils, horns, animal remains, and some human skulls. These skulls are supposed to be those of former miners. We have not met with skulls in Australia, but the other remains are sometimes found in the gold-fields. In Braidwood diggings I found a horn, in which was a lump of gold, fitted into one of the osseous cavities at the base of the horn, and conforming in shape to the interstices of the bone.

The Dartmoor district is in many respects like that of Cornwall, and is connected with it, but the granite is on a larger scale. The granite area of Dartmoor is about 25 miles from north to south and from east to west, and covers 80 miles. Gold has been discovered in some of the tin streams of the south, where I have also recognised it. It has been found in a stream running towards the north, near North Tawton. About the beginning of this century a miner, named Willington, got about 40*l.* worth of gold at a place called Sheepsport, on South Dartmoor, which he sold at various times to a silversmith at Plymouth named Pearce; this is about the largest quantity of Dartmoor gold worked, for the district is altogether neglected, although all the formations around Dartmoor seem to be favourable, and I have found gold in the Dartmoor granite.

The Exmoor district, on the borders of Devonshire and Somersetshire, near South and North Moultons, is so far a remarkable gold district that there are now about four mining companies working gold ores there. The Britannia Mine has been known as a gold locality for some years; it was formerly called the Prince Regent Mine, and is now worked to a considerable extent for gold, so that the company are now going to set up a gold-reduction work of their own. The Poltimore is another rich gold mine, which is beginning to send some amount of gold into the market. The Exmoor Wheal Eliza and the Molland Companies have not yet, I believe, raised any gold. This is an increasing gold district, but it is burthened by oppressive dues and royalties, and a more extensive system of working is required. Some of the last batch of ore of the Poltimore Company, reduced at St. Helen's, in Lancashire, yielded at the rate of 16 dwts. of gold per ton of dry ore. This is double the yield of the ore of the St. John del Rey Company, in the Brazils, which is paying good dividends. The produce from about 55 tons of ore was 102 oz. 5 dwts. of gold, above standard, and worth 4*l.* 4s. 6d. per oz. The ore of the Poltimore and the Britannia is what is called a gossan.

The Exmoor district, or more properly speaking the West Somerset, is supposed to include gold at Combsmartin and the Mendip Hills, but it has not yet been adequately investigated. Nothing is known as to river diggings in this district, though several rivers take their rise within its bounds. Other counties in this neighbourhood are known as containing gold in their ores, but I cannot yet connect them with any regular system.

The North Wales gold district has a great resemblance in character to

SOUTH WHEAL ELLEN.—This mine is situate in one of the best mineral districts in Cornwall, and is held under a grant for a lease for 21 years, at 1-18th dms. The main adit, which is situated at about 660 fms., and the average breadth of the main lode is 12 ft. The mine is about 300 fms. in length. The main lode is in good repair, and unwaters it at a depth of 45 fathoms. Four working shafts have been sunk to and communicated with it. The engine-shaft is sunk 30 fms. below the adit. From the position of the mine, and the discoveries already made, there appears every prospect of an immediate return of copper ores, and in such quantities as soon as the operations are fully carried out in the levels, to leave a good profit. It is proposed to divide the mine into 4660 shares of £1. each, which is considered will be sufficient to purchase the sett, erect steam-engine, and all other requisite machinery.

PLANT'S IMPROVED SAFETY-LAMP FOR COLLIERIES.—MR. R. PLANT, of Bristol Hill, whose improved safety-lamp we have before described, is now in competition at the Dublin Exhibition, with some recent modifications and improvements. In addition to the silvery white wire employed, not to obstruct the light, a small glass chimney is so arranged as to complete the combustion of the oil, prevent smoke, and increase the illuminative power. The capillary attraction by which the oil is raised is also so much improved that it requires no snuffing, and when once lighted, will last longer than those in general use. The lamp is less in price, and will last longer than those in general use.

ELECTRICITY.—*The Correspondence of Turin* says:—"A new and ingenious application of electricity has been much spoken of here lately. The Chevalier Bonelli, of this place, director of the Sardinian telegraphs, has invented electric weaving machines, destined to replace with advantage the frames *a la Jacquard*, for weaving figured stuffs. Details are as yet wanting respecting this invention, which appears destined to produce a great change in industrial matters."

OPENING OF A NEW COAL FIELD IN STAFFORDSHIRE.

An important ceremony took place at Cannock, on Thursday—the formal opening of a new coal field in that locality. The event is interesting and worthy of special notice, if it was only because of the fact that coal has been discovered to abound in large quantities over an immense territory at a time when the commodity is scarce and dear—dearer than it has been for many years; and because of the peculiar circumstance of a region, hitherto believed to be valueless as it was unproductive, turning into a mine not merely of wealth but of utility. Cannock Chase, now discovered to be a great coal-field, is one of the peculiarities of this island: anybody at all familiar with the old coach road to Liverpool from the metropolis would be sure to point to Cannock Chase as one of the most noticeable things remembered of that journey; from Lichfield to Rugby, and far away to Stafford, miles and miles of unfenced, bleak, dreary, desolate moor. Nothing grew there: the crown held its own, and the old chieftain, the Marquis of Anglesey, held his own, and looked out from his old castle in that dark region on the unproductive waste. For Cannock Chase grew not even herbage enough for a sheepwalk, and people of our day, inheriting the opinion of those who have gone before them for many ages, shunned Cannock for its unproductive, ungenial soil, never dreaming of its hidden wealth. Now it has been discovered that all that cheerless desert is one vast coal field, embracing within its bowels millions upon millions of tons of coal, and the Marquis of Anglesey, the chief lord of the soil, with his 85 years upon his head, opened with ceremony this new industrial hive. The almost universal application of steam-power, that is daily so much on the increase, and constantly requiring such a large supply of coals, which, added to the increasing consumption for manufacture and domestic purposes and the production of gas, induces one to look upon the means of obtaining an economical and regular yield of that article as being second in importance only to that of an ample supply of corn. Means adopted for securing this necessary object become a matter of interest to every member of the community. In the recent reports and proceedings of the Birmingham Canal and South Staffordshire Railway Companies considerable importance has been attached to the colliery operations on Cannock Chase. The Hammerwich Colliery has been in working several years, and has supplied its immediate neighbourhood, and sent a large quantity of coals to Birmingham by means of the canal, the results have been of such a nature as to justify the advisers of the noble marquis in recommending a large extension of mining operations. During the last few months the "Uxbridge pits" have been sunk on the Chase, near the north-west of the Norton Pool, in the midst of a coal bed of many thousand acres. Engines and machinery, and workshops and houses for engineers, smiths, and joiners, have been erected, and a railway laid down communicating with the canal and joining the South Staffordshire line, thus giving effect to the efforts of science and labour in converting a broad waste inhabited for centuries by wild animals, into a hive of industry and wealth.

Three measures of coal will be opened by the new pits: that to be first worked is 5 ft. thick, and lies 120 yards from the surface. Though the yield per acre does not bear comparison with portions of the South Staffordshire district, where the ten-yard coal is found, the workings and machinery of the "Uxbridge" are so constructed as to be capable of raising 500 tons per day. The whole has been completed from the designs and under the superintendence of J. T. Woodhouse, Esq., F.G.S., mining engineer, upon the plans adopted by him at the Moira, Stavelay, Babbington, and supported by Thomas Lander, Esq., the agent to the estates. The winding-engine, of great power and peculiar construction, comprises all proved advantages of economy and efficiency in working. This stupendous machine, nevertheless, is finished in the most minute and careful manner, the connections and working parts being polished bright; the buildings in which it is contained are fitted up and furnished in a corresponding style, the whole being a pattern of order and neatness; the heads of the establishment taking into account that no means were so likely as a good example at head-quarters to establish a system of regularity and care among the subordinates and throughout the establishment. The locomotive (appropriately named the "Black Cock") provided for conveying the coals along the colliery railway to the canal basin and public railway, is also an object of considerable interest, built expressly for the short and quick journeys it has to perform, the tender usually attached to locomotives is dispensed with, the necessary supply of water and coke being carried underneath and at the sides of the boiler.

For the canal trade, the trucks have rails across the floors, the gauge corresponding with the wheels of the pit waggon. Six of these, on arriving at the surface, are rolled on to each truck. Ten or twelve of these form a train, to be conveyed to the wharf, and the coals are discharged into the boats.

The trucks for the railway trade are of the ordinary construction. The works have recently been visited by a deputation from the canal company, and by several gentlemen engaged in mining operations, who have expressed great satisfaction with the perfect arrangements for carrying out the undertaking on a gigantic scale.

THE COSMOS INSTITUTE.

Resuming the remarks we made in our Journal of the 27th August, we shall take the opportunity of pointing out some features which more particularly interest our readers. We may observe, that though obliged to take the form of a share company, in order to obtain the necessary Act of Incorporation, it is, what its name implies, a public and literary institution, and the persons called shareholders are the members. Although a considerable income is purchased of Mr. Wyld, Lord Stanley, and the other leading men who are taking an active part in its promotion, have determined to limit the interest paid to 5 per cent. per annum, all surplus income being devoted to the promotion of science. On the one hand, no one will be encouraged to subscribe largely with the view to an investment; and on the other, although with the view of admitting some persons of limited means, holders of a 11. share will have personal admission, the number of such will be very restricted. The advantages of a personal nature will be given in proportion to the subscription. Thus, a holder of (say) 10 shares will be allowed to take into the institution his wife, or some lady of his family. The meetings, *conversations*, lectures, and receptions will be of a very attractive character, and every endeavour will be used to increase the personal privileges of members. We understand, too, that as the shares will not be allotted like a joint-stock company, those which may not be forthwith allotted will only be allotted on an increased scale. At present, applicants for five shares, of 51., can obtain memberships, but the intention is, very soon, not to admit members holding less than 201. One great object the council have in view beyond the formation of libraries, news-rooms of colonial and foreign papers, mineralogical and other museums, libraries, and other accessories, is to embrace two national objects—the geography of the colonies in the widest sense, and the topography of Great Britain and Ireland. In the former point of view, the Institute will become a re-union for the colonies; in the latter, it will form a collection of important records, the extent and value of which it is almost difficult to conceive. In this extensive undertaking, already in progress, geology, mining, and mineralogy are necessarily embraced. The following rough classification may convey some notion of what is proposed to be accomplished:—

TOPOGRAPHICAL SURVEYS.—Parish plans, tithe surveys, townland plans, enclosure plans, estate plans, improvement plans, &c. These would be accessible, and constitute a valuable means of reference to parties proposing to effect improvements or carry on works in any locality.

PUBLIC WORKS.—Plans of railways, canals, turnpikes and other roads, street plans, gas plans, water supply mains, sewage lines.

HYDRAULIC ENGINEERING.—This will embrace the following objects:—Hydrography: General collection of charts of all nations.—Harbours: Plans, charts, and soundings of harbours, from the earliest surveys, plans and projects of improvements.—Tides and Currents: Maps and observations.—Shoals and Sandbanks: Maps, charts, and observations, showing their increase, decrease, or movement.—Lighthouses: Plans and charts.—Rivers: Maps, soundings, and sections of rivers and river beds.—Drainage: Plans of general, arterial, and local drainage.—Embankments and Reclamations of Land: Plans of embankments, waste lands, &c., and projects for the reclamation of land from the sea or from rivers.

GEOLOGICAL AND MINING DEPARTMENT.—Geology, Ordnance Geological Survey, foreign geological surveys and maps, United States public surveys, local geological surveys.—Mines: Maps and plans of mines, quarries, mineral workings, and deposits.

It will be observed that part of these objects are contemplated by the Government School of Mines, but the entirety of the plan of the Cosmos Institute has induced the promise of many valuable collections. Plans

which are now lumbering in the offices of engineers and surveyors will in the Institute find a suitable repository, of which the donors will have the full honour and advantage. In this manner, many valuable plans which have been neglected will be presented for reference, and the labours of many ingenious men will be preserved. The Council of the Institute look for support from this class of professional men, and more particularly from the proprietors of mines, mining managers, and mineral surveyors. It will be seen, therefore, that the value of the Institute is not to be measured by the present capital of 50,0001., even including the advantageous bargain made with Mr. Wyld, for very large donations will be made of collections of all kinds, and funds will be raised for specific purposes. Within a very few years the value of the Institute and its property will be above 100,0001.

IMPROVED PORTABLE STEAM-ENGINE.

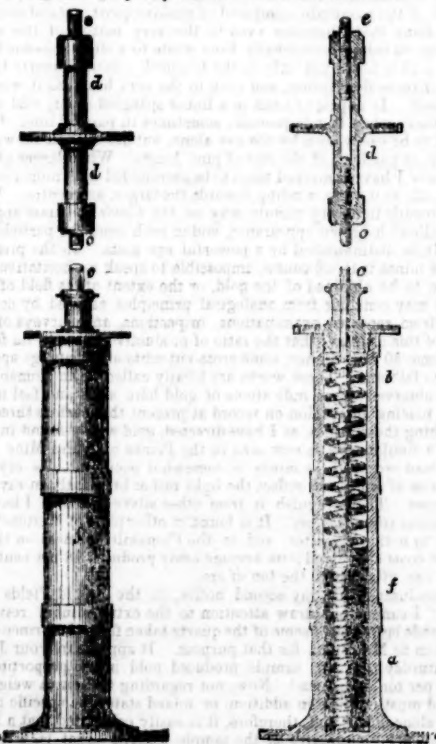
We witnessed, on Thursday, a trial of a new portable steam-engine, constructed by Messrs. Medwin and Hall, of the Blackfriars-road, which is undoubtedly a vast improvement, and must, if we mistake not, cause a complete revolution in mining operations. Any mine now requiring steam-power can obtain that important auxiliary in a few weeks. Our columns continually testify to the delays in surface operations, arising either from the difficulty in obtaining masons, or even when the engine-house is completed, the time that is lost in the erection of efficient machinery. It is well known that the portable engines generally used are worked by locomotive boilers, which are liable to get out of order, and thus cause vexatious delay and expense. In Messrs. Medwin and Hall's this complaint is not likely to occur. The whole of the motion parts are fixed on the boiler, including a pump to feed it, and a fly-wheel, which may be used as a band-wheel, or the power applied in any other way. The boiler is different from any other, being what is termed the "horse shoe." The present engine has been constructed for the Old Trewether Consolidated Mining Company, and was started in the presence of several members of the committee; it is called a 20-horse power, although capable of being driven to 25. The speed was 60 strokes per minute, but at one time was increased to 70, and performed the work in such an admirable manner that not the slightest vibration is perceptible. It consumes about 6 lbs. of coal per hour per horse-power, and the total weight is only 8 tons. The Old Trewether company intend sending it to the mine by railroad, and confidently expect to have the water in fork three weeks after its arrival. At the time of the shaft filling with water there were 35 tons of antimony, which, as the company intend to smelt themselves, they estimate of the value of 351. per ton. The portable engine will enable them to realise the amount in a less number of weeks than under the old system they would in months. The company will also have the advantage of removing the power to any part of the mine at a trifling expense. We understand the Great Duchy Silver-Lead Mine hired one of these engines for three months, and from the admirable way it has worked have since purchased it. Messrs. Medwin and Hall have also supplied them to the Dowland Iron Company and the Aberystwyth Iron-Works, for the purpose of winding and pumping. Mr. Medwin took out a patent on the 23d Aug. for still further improvements in generating steam in engines on the top of boilers. Mr. Medwin's improved water and steam-gauge was attached to the engine we have noticed, and acted admirably.

The following letter has been received, from Capt. W. Verran, respecting this steam-engine:—

Old Trewether Consolidated Mining Company, Cushion-court, Old Broad-street.
GENTLEMEN.—In accordance with your request, I have this day examined Messrs. Medwin and Hall's portable steam-engine. I beg to say that I was highly pleased in the way and manner the 20-horse power engine for the Old Trewether Lead, Silver, and Antimony Mines, worked this day—70 strokes per minute. The engine is calculated to do much more, if required. The boiler, weighing about 4 tons, of the very best quality iron, and well put together: other parts will bear the strictest examination; the engine in all weighing about 8 tons. The whole is set on four wheels, like any other carriage, taken off or put on in a few minutes, and can be removed from one place to the other at the shortest notice. I think, as a matter of long experience, that these engines will answer every purpose for new mines and quarries, and in places where there is not a large quantity of water, and a 50 or 60-in. cylinder steam-engine is not required. In a short time we shall see long and expensive adits done away with, and Messrs. Medwin and Hall's engines set up to sink our mines to a depth of 30, 40, or 50 fms. There is no doubt on my mind but these engines are the best and cheapest ever invented for a quick trial; and those, like Mr. Coburn's crushing machines, will be in general use throughout England and elsewhere. Great credit is due to the inventors of these valuable machines.—W. VERRAN: Sept. 8.

JONES'S PATENT GOVERNOR REGULATOR.

The acknowledged defects of the ordinary governor have led to the invention of numerous arrangements having the same object, many of which are distinguished quite as much by their complexity as by their ingenuity. Amongst these we may reckon the use of air-pumps, air vane, &c., the expense of which has always formed an obstacle to their general adoption, even where their performance was satisfactory. The fault of the ordinary governor is that it flies from one extreme to the other, and that, if an engine runs away, for example, the steam is shut completely off, and the engine brought up, so as to induce a reaction in the contrary direction; and this oscillation often continues for some time, especially in engines where the fly-wheels are not very heavy, or the speed great. With a view of remedying this defect, Mr. W. Jones, a practical engineer, has devised an addition to the ordinary governor, which reduces these differences of speeds, and allows of the governor being virtually lengthened or shortened, and thus renders it capable of performing its functions properly, when the speed of the engine is purposely diminished or increased.



It consists of two springs, one for compression and the other for extension; and the action of the governor is regulated by these springs, through the lever with which the connection is usually made between the governor and throttle-valve: *a* is the spring for extension, fastened to the bottom of a small cylinder, *f*, bolted to the floor, or other convenient place; *b* is the spring to resist compression, placed in the same cylinder, but pressing against the cover; *c* is the rod connecting the governor gear with the springs—it is made fast to the lower one, and presses a washer at its lower end against the upper one; *e* is a rod hanging down from the governor lever, and connected to *c* by a socket, *d*, screwed with a right and

left-handed thread. By turning this socket, the distance between the rod is shortened or lengthened, and the arms of the governor shortened or lengthened to a corresponding degree. The action of the governor allows the governor to act quickly to a moderate degree, but no importance in the proper regulation of the engine is a matter of considerable importance in many operations, and in every case it is worth attending to. We would, therefore, recommend a fair trial to be given to Mr. Jones's simple and inexpensive invention.—*Artisan*.

THE IMPORTANCE OF THE UNITED STATES AS A MARKET FOR PATENTED INVENTIONS.

WITH PRACTICAL INSTRUCTIONS FOR OBTAINING LETTERS PATENT IN THE UNITED STATES.—BY MICHAEL NOURSE AND CO.

The United States of America, as a field for the introduction of European inventions, seem to have been heretofore almost entirely overlooked, or but very partially cultivated. While inventors have not hesitated to expend large sums to secure patents in England, and in other European countries, where it is very difficult to bring new inventions into general use, they have, in comparatively few cases, sought protection in America, where there exists no prejudice against new inventions, but, on the contrary, a remarkable disposition to give a fair trial to whatever professes to be an improvement on old methods, and where such a trial, if successful, usually results in the speedy introduction of the improvement. The immense demand for labour in a new country, and its consequent high price, are prominent among the causes which give encouragement to the introduction of labour-saving machinery into every department of industry. The American Union is divided into 31 States, and these again are sub-divided into counties. It is usual, in selling patent rights in America, to dispose of the right for a single state or county, if it be desired; and thus the purchaser of the right over a territory comparatively so small, incurs but little risk, while the patentee is liberally rewarded by the aggregate of many sales. As an example of the readiness with which new inventions are patronised in America, and of the facility in obtaining the necessary capital, Mr. Ericsson's calorific engine may be mentioned, which, notwithstanding the doubts that were entertained of its success, was placed in a splendid ship, built for its reception at a cost not far from 100,0001. The quartz pulverizer and amalgamator of Mr. Berdan has been sold to a company in New York for the sum of 110,0001. Few inventions of merit fail to be appreciated and properly rewarded in the United States. The reapers of McCormick and Hussey, the revolver of Col. Colt, and the locks of Mr. Hobbs, are examples familiar to all.

The United States will thus be seen offer to inventors the best opportunities to reap the reward of their ingenuity and labour. Amongst the classes of inventions that are likely to prove remunerative in America, we may mention such as relate to the following subjects:—

1. Agricultural implements and operations.
2. Manufacture of metals.
3. Textile and fibrous substances.
4. Chemical manufactures and operations.
5. Domestic apparatus, including fire-places, grates, stoves, furnaces for heating buildings, cooking apparatus, lamps, &c.
6. Steam and other engines.
7. Civil, naval, and military engineering.
8. Conveyances, including carriages and other vehicles.
9. Hydraulic and pneumatic machines, including water-wheels, windmills, &c.
10. Machines for pressing, weighing, raising, and moving weights.
11. Mills for grinding grain, &c.
12. Machinery for preparing and manufacturing wood.
13. Stone and clay manufactures.
14. Manufactures in leather.
15. Furniture and household appliances.
16. Printing, binding, engraving, &c.
17. Surgical and medical appliances.
18. Clothing, and articles for personal use.

Michael Nourse and Co. undertake not only to procure patents in America, but to negotiate the purchase and sale of patent rights, and of licenses to use patented inventions, and make all other arrangements on account of the inventors and patentees. They have correspondents and agents in all parts of the United States, through whom they are enabled to bring an invention conspicuously before the American public.

Many inventions which might prove highly useful in England, might be quite unsuited to the wants of America. Hence the necessity for obtaining reliable advice before proceeding to incur the expense and trouble of an American patent. British inventors have often, doubtless, been deterred from obtaining protection in the United States, from ignorance of the proper mode of proceeding to make their patents profitable. It is the object of this pamphlet to supply the needed information.

The following memoranda will give a general idea of the proceedings, with respect to the obtaining of patents in the United States.

Patents are granted in the United States for the same class of objects as in Great Britain. One patent embraces all the States of the American Union.

Not more than one distinct invention can be included in one patent. The patent can only be granted to the inventor, or to his assignee. In all cases the specification and oath must be signed by the inventor, or in case of his death, by his legal representatives.

It is not necessary that the patent should be procured before publication of the invention in Great Britain.

The patent is granted for 14 years. The requirements of the law to be fulfilled by each applicant, before an examination of his invention can be commenced, are as follows:—

1. A petition must be presented to the Commissioner of Patents, praying for the grant of letters patent, and stating that the applicant has complied with the requirements of the law.

2. The applicant must make oath or affirmation, that he does verily believe that he is the original and first inventor or discoverer of the art, machine, composition, or improvement for which he solicits a patent; and that he does not know or believe that the same was ever before known or used; and also of what country he is a citizen. This affirmation or oath may be made before any minister, consul or commercial agent, holding commission under the Government of the United States, or before any notary public of this country.

3. The applicant must deliver a written description of his invention, and of the manner and means of making, constructing, using, and compounding the same, in such clear and exact terms as to enable any person skilled in the art or science to which it appertains, or with which it is most nearly connected, to make and use the same; and shall particularly specify that which he claims as his own invention or discovery. The specification must be signed by the applicant and two witnesses.

4. The specification must be accompanied by duplicate drawings (one of which may be a tracing on tissue paper or glazed muslin), where the nature or the case admits of drawings. One of the drawings should be on stout paper, for preservation and record in the office. The other accompanies the patent when issued, and forms a part of it. The drawings should be signed by the applicant and two witnesses. Where the case does not admit of drawings, as where the invention or discovery is of a composition of matter, specimens of the ingredients, and of the composition, should be sent in sufficient quantity for experiment.

5. In all cases which admit of a representation by model, the applicant shall furnish one of a size not exceeding one cubic foot, if it be possible to represent the invention in that space. In cases where the invention is confined to, and can be plainly shown by a single part, it is not necessary to make a model of the whole machine or object to which it belongs.

6. The petition, oath, specification, drawings, and model, or specimens, must be accompanied by the official fee of \$500, equal, at the present rate of exchange, to 1021. 15s. The total expense to the applicant, including agency and drawings, is about 1351.

The title of the invention is given by the American office. When the application is completed, and duly filed in the office, an examination is had as to its conformity to law, and as to its novelty and utility. If the invention prove to be old, it is rejected, subject however to re-consideration and appeal. If the applicant acquiesce in the rejection, he is entitled to receive back two-thirds of the official fee, on withdrawing his application.

Either before or after the issue of the patent, the inventor may dispose of his interest in the invention. If the whole right be sold before the issue of the patent, it will issue to the assignee, but the inventor's name still appears in the letters, and the specification, oath, &c., must be signed by him.

Applications for inventions patented in a foreign country are taken up for examination immediately after all the necessary papers and drawings have been filed, the fee paid, and the model deposited. As the letters patent issued in America for inventions patented abroad bear date with the foreign letters patent, this rule has been adopted with a view of giving the longest term to the patent in that country. No invention will be considered as patented in a foreign country, unless the specification has been enrolled, and the patent in all respects complete.—17, Cornhill, Sept. 7.

TELEGRAPHIC COMMUNICATION.—The Mediterranean Electric Telegraph is, we are told, in a fair way of execution. Some contracts have just been entered into for the construction of the materials that are to become the vehicle of intercommunication between Europe and Africa; and it is confidently believed that before the end of next year the electric fluid will be travelling to and fro, over land and under water, in the service of commerce and civilisation. "Vast" (says a correspondent) as the importance of the present line is, the magnitude of its usefulness will increase a hundred-fold when its contemplated continuation to India shall have been carried out. Six thousand miles of telegraph now under construction in India, conveying the thoughts and wants of 120,000,000 of our fellow men, will be brought within a few hours of our own door. The multifarious and complex relations of that immense empire with the mother country will find a daily, hourly, expression through the silent yet eloquent wires that will soon be established between Bombay and the coast of Africa. Although the various States through whose lands the line must pass are willing to lend all facilities and supports to the undertaking, yet the arrangements necessary to establish the concern on a sound and safe basis, in a commercial point of view, require time and consideration. Independently of the vast Indian connexion in prospect, the same company has already rendered to the mercantile community in this country, and in France and Italy, a very considerable service, by bringing the heart of the Mediterranean Sea within the electric circle. Henceforth navigators by sail, or by steam, need no longer travel to a continental port in order to communicate with their friends or principals in Europe; but passing by and stopping a few hours at a port in the island of Sardinia, they can send their tidings and receive their instructions from London, Liverpool, Glasgow, Dublin, Paris, Hamburg, Amsterdam, or any other commercial place in Europe. Thus British enterprise has been and is leading onwards the stream of civilisation; and we may say that, supported as it is by the European public, it is the only successful and permanent conqueror of the world.

CAPTAIN NORTON'S EXPERIMENTS IN BLASTING CONTINUED.—After a series of experiments, it is found that, for blasting rocks, it is best to place over the powder charge a plug of lead of the same diameter as the bore, and about 3 or 4 in. long, having its lower end hollowed out for about 1½ in., and of a conical form; a conical-headed iron tack, or nail, is fixed in the centre of its upper end; the lower percussion-cap of the short cartridge rests on the head of this tack. The length of the short cartridge is about ¼ in. more than the diameter of the bore, and the fire from the short cartridge is sure to pass between the sides of the plug and the rock, and to fire the powder charge below the plug or wooden tamping. In blasting timber, such as the large roots of trees, no plug or tamping is necessary; the percussion-pick-box is in this case used instead of the short percussion cartridge; the iron rammer fitting air-tight, doing the duty of a tamping. The iron or steel pillar is no longer used in forming a cartridge or blasting charge; in using the short percussion cartridge a blow is required to ignite it, but in using the percussion pick-box a crush is sufficient to ignite it. In this latter case a plank of timber, raised at one end about 4 in. above the head of the iron rammer, and then allowed to fall on it, will fire the percussion mixture, and explode the blasting charge.

ANTWERP AND ROTTERDAM RAILWAY COMPANY.—**PAYMENT OF INTEREST.**—Notice is hereby given, that INTEREST at the rate of FIVE PER CENT. per annum, for the half-year ending the 30th of September, 1853, is PAYABLE on and after the 4th day of October next, on the amount paid up on the shares of this company. The certificates must be left at the offices of the company, No. 16, Cannon-street, City, seven clear days previous to the delivery of the interest-warrants. The amount of interest payable on the respective certificates is as follows:—

On a certificate of 5 shares.....	£0 9 2
Ditto 10 shares.....	0 18 4
Ditto 20 shares.....	1 16 8
Ditto 50 shares.....	4 11 8

Shareholders who have paid up the whole amount are entitled to interest at the above rate (5 per cent. per annum) upon £10 per share.

By order of the Board,
RUXON AND SON, Solicitors to the Company.
11, King William-street, London, Sept. 1853.

LUCCA AND PISTOJA RAILWAY COMPANY.—**FIRST NOTICE.**—Notice is hereby given, that the FOURTH CALL OF ONE POUND per share, on the preferred shares of this company, will fall DUE on Monday, the 19th inst., and that the same is to be PAID at the banking house of Messrs. Strahan, Paul, and Co., 217, Strand. The bankers' receipts, together with the share certificates, must be left at the new offices of the company, 33, Cannon-street, City, in order that the receipt, endorsed on the certificates, may be signed by the agent of the company. Interest at the rate of 5 per cent. per annum will be charged upon all calls not paid on the 19th inst.

H. MACKENZIE, Agent to the Company.
33, Cannon-street, City, Sept. 10, 1853.

NASSAU MINING COMPANY.—SHARES in the above company will find a PURCHASER on application to "T. Mining Journal office, 26, Fleet-street, London.

PARKWYN AND CARWALSICK TIN MINES.—WANTED, for the above MINES, a NEW STEAM-ENGINE, of 40-horse power (on the condensing principle), adapted for pumping and winding, with boiler, winding gear, balance-bob, connecting rods, &c., complete. The same to be erected and set to work within 10 weeks from date of order. Tenders, stating price, &c., will be received until Wednesday, the 14th September inst., addressed to the secretary, at the offices of the company, 3, Great St. Helen's, Bishopsgate-street, London.

By order of the Board, ALFRED JEFFREE, Secy.
Dated this 10th day of September, 1853.

DUNDRUM LEVEL LEAD AND SILVER MINES.—FOR SALE, FOUR HUNDRED SHARES in these valuable mines, at £1 per share (the company is composed of 2000 shares), which are offered with the view of increasing the capital of the company. There has been several lodes cut bearing lead, more or less, and altogether the whole of the workings bear a very promising appearance. Ample water-power at all seasons for pumping or crushing. Labour is low, and the cost of delivery of the lead from the mines to the smelting-works in Flintshire will be about 6s. per ton.—For further information, and to treat for the same, apply to Mr. E. Pickering, Mineral and Civil Engineer, Ruabon.

THE CRAIGWEN MINING ASSOCIATION.—In 10,000 parts or shares of £1 each. 10s. per part of share to be paid upon allotment.—No liability whatever. (See rules and regulations.)

Prospectuses and shares may be had upon application to Mr. John Mossop, share broker, Pinners Hall, Old Broad-street.

Extract from Capt. Paul's report, of Aug. 20, 1853:—"The lode in the deep adit level is now from 3 to 4 ft. wide, yielding about 1 ton of ore per ft., with a very promising appearance indeed. I think the chances of success are great."

WEST WHEAL ARTHUR (COPPER AND SILVER-LEAD).—CALSTOCK, CORNWALL.

In 5000 shares of 10s. each, to be paid on allotment. Conducted on the "COST-BOOK PRINCIPLE."

SECRETARY—MR. W. H. BRUMBY.
OFFICES.—No. 1, BRIDGE STREET, BATH.

This valuable property is held under a lease from the Duchy of Cornwall, for 21 years, at 1-15th dues. It is situated at the south foot of the Hinton granite range, in the parish of Calstock, Cornwall, having Wheal Langford and Cobhill Consols on the west, Hingwood, Dove, Consols, and Calstock United Mines on the north; Wheal Arthur, Drake Walls, Wheal Edward, Calstock Consols, and Wheal Zion on the east, and Wheal Bazely and Arthur Consols on the south.

The sett is about half a mile square, in which nine copper and four silver-lead lodes have been discovered, and are intersected by three large cross-courses.

The stratum in which the lodes are embedded is pronounced by some of the best practical miners in the neighbourhood as being unsurpassed in the locality.

The important discovery, within the last fortnight, of a fine copper lode 8 ft. wide, producing rocks of ore, composed of copper, muffle, and spar, at a depth of 8 fathoms from surface, has greatly enhanced the value of the property, and placed it almost beyond a speculation, and as three-fifths of the shares are already taken up, an early application is necessary from persons desiring a good investment.

Prospectuses, with plan and reports, may be obtained at the office of the secretary; or of Mr. R. P. Lemon, broker, North Parade, Bath.

N.B.—NO FURTHER APPLICATION FOR SHARES will be RECEIVED after the 25th inst., and the allotment will take place immediately.

TREGONEBRIS AND CARNEBONE FAT-WORK TIN MINING COMPANY, WENDRON, IN THE COUNTY OF CORNWALL.

To be conducted on the "COST-BOOK PRINCIPLE."

In 15,000 parts, or shares, of £1 each, to be paid upon allotment.

COMMITTEE OF MANAGEMENT.
C. R. THOMPSON, Esq., Winchester House, Old Broad-street.
W. E. TUKE, Esq., 25, Great Tower-street.
P. W. CARTER, Esq., 13, Basinghall-street.

(With power to add to their number.)
BANKERS—London and County Bank, 21, Lombard-street.

MINING BROKERS—B. F. Batten, Esq., 1, Crown-court, Old Broad-street; George Spratley, Esq., 2, Winchester-buildings, Great Winchester-street.

MANAGER AT THE MINES—Capt. James Crase.

TEMPORARY OFFICES.—No. 39, KING STREET, CHEAPSIDE.

This Company is formed for the purpose of working the valuable tin lodes contained in a sett of large area, held under a lease from the Duchy of Cornwall, for a term of twenty-one years from June, 1852, in the well-known mining district of Wendron, county of Cornwall, at 1-15th dues. The mines are bounded on the west by Wheal Loyal, on the north-west by Wendron Consols, and on the north by Porkellis United Mines. There are six lodes on the Tregonebris sett, and which are very rich and productive. The Fat-work Mines are about 250 fms. south-east of Tregonebris. There are two lodes in this sett within a short distance of each other, known to be very productive, from which they take their name—Fat-work lodes. There are also several other lodes in this sett.

The mines have been inspected by Capt. William Teague, manager of the Porkellis United Mine, and by Capt. James Crase, manager of the Gwallen Mine.

Prospectuses may be had, and application for shares made, at the offices of the company, where a plan of the property and the original reports can be seen; and also at the brokers, Messrs. B. F. Batten, Esq., 1, Crown-court, Old Broad-street; and George Spratley, Esq., 2, Winchester-buildings, Great Winchester-street; and to B. F. Batten, Esq., 1, Crown-court, Old Broad-street, London.

NO FURTHER APPLICATIONS FOR SHARES herein can be RECEIVED after WEDNESDAY, the 14th inst.—38, King-street, Cheapside, Sept. 7, 1853.

THE WILLOUGHBY LEAD MINES.—NEAR BETTWS-Y-COED, CARNARVONSHIRE.

To be conducted upon the "COST-BOOK PRINCIPLE," by which the liability is limited to the interest held by each shareholder.

20,000 parts, or shares, of £2 10s. each.—Deposit 10s. per share. Lease 21 years from Lord Willoughby d'Essex, with power to renew.

COMMITTEE OF MANAGEMENT.
The Hon. Capt. GRAVES, Gravesend House, Devonport.
Lieut.-Colonel THOMPSON, R.E., Middle Scotland-yard.

EDWARD HOEHOUSE, Esq., Lowndes-street, Belgrave-square.
ALEXANDER MORRISON, Esq., Belmont, N.B.

THOMAS H. BURTON CROSS, Esq., William-street, Lowndes-square.

BANKERS—The Commercial Bank of London, Lombard-street.

SOLICITORS—Messrs. Miller and Horn, 78, King William-street.

SECRETARY AND PURSER—E. P. PARKER, Esq.
OFFICES.—No. 22, LAURENCE POUNTNEY LANE.

The district in the neighbourhood of the above mine has been celebrated from the remotest period for the abundance and richness of its lodes of lead, and traces are everywhere to be seen of the operations of the Romans, who seem to have chosen it as likely to be the most profitable for mining adventure; and that they were rewarded by success is proved beyond a doubt, by the size and magnitude of the remains of their ancient workings, and by the particles of ore still left on the walls of the lodes that were worked by them. Moreover, it has been and is a common custom for the peasantry to add to their means of living by digging (for such is literally the fact) out and selling lead, which everywhere abounds in this highly-mineralised country.

The sett of the Willoughby Mines is most extensive, and is of an oval form, comprising about 150 acres, traversed by a great number of lodes, many of which have been opened, and found to bear very rich deposits and leaders of lead.

This enterprise offers every security for safe and lucrative investment, being as much as possible of the character of a speculation, which attaches to mining in general, and differs from ordinary adventures, by its object being the development of well-ascertained and rich deposits of ore, and not the prosecution of unworked and untried lodes.

The facilities for working these mines are permanent and convenient, as from the eastern or western side of the mountain deep levels may be driven to intersect the lodes at various commanding stations, thus opening ground for raising lead equal to any of the large and profitable undertakings in Cardiganshire and Flintshire.

The turpentine road is a quarter of a mile below the entrance of the principal level, and the waste ground between will prove a most convenient spot for washing and dressing the ore, the carriage of which, thence to Trefen Quay, will not exceed 3s. per ton. The proposed deposit of 10s. per share has been calculated to be amply sufficient for commencing the necessary operations; and it may be asserted that before the mines have been at work but a short time, large profits must certainly accrue to the shareholders.

Reports, made by the most eminent geologists and agents of the day, among whom may be mentioned Dr. Joseph J. W. Watson, F.G.S.; Samuel Cardozo, Esq.; Mr. Thomas Gibbs; and Capt. George Davey; together with plans and surveys, may be seen at the offices of the company, as also specimens of the ores.

Applications for shares in the usual form, and prospectuses may be made to the secretary at the offices of the company, and to the solicitors.

ASSAYS OF LEAD FROM THE WILLOUGHBY LEAD MINES.

Specimen No. 1.—Lead 75 per cent., or 15 cwt. of metal to the ton of ore.

Specimen No. 2.—Lead 79 per cent., or 15 cwt. 22 lbs. of metal to the ton of ore.

Specimen No. 3.—For Silver.—4000 grs. fine metal gave 200 grs., equal to 16 ozs. 6 dwts. 16 grs. of silver in the ton of ore.

Signed, JOSEPH J. W. WATSON, F.G.S., M.E., F.G.S.

THE MINING JOURNAL.

Statutaries of Cornwall—In the Vice-Warden's Court.

Between WILLIAM RICHARDS (Plaintiff) and HENRY JAMES BOLDING (Defendant).

IN RE LELANT CONSOLS MINE.

NOTICE IS HEREBY GIVEN, that pursuant to an ORDER, or DECREE, made in this cause, and bearing date the 24 day of September inst., a PUBLIC AUCTION will be HELD at Pearce's Royal Hotel, Truro, on Wednesday, the 21st of September inst., at Four o'clock in the afternoon, for SELLING TWO (2dths) PARTS, or SHARES, of the said Defendant, of and in the said MINE, and the like parts, or shares, of and in the ORES, HALVANS, MACHINERY, MATERIALS, and OTHER EFFECTS, upon and belonging to the said MINE.

For further particulars, application may be made to Messrs. Rodd, Darke, and Cornish, plaintiffs' solicitors, Penzance; or to Messrs. Hodge and Hockin, solicitors, Truro.—Dated Registrar's Office, Truro, Sept. 7, 1853.

CORNWALL.—TO TIN SMELTERS AND OTHERS.

TO BE LET, for a term of 7, 14, or 21 years, with immediate possession, all those substantially-built and spacious erections, situated in the Borough of Truro, and known by the name of the TRURO TIN SMELTING-WORKS, lately in the occupation of the Governor and Company of Copper Miners in England, comprising all the works and offices necessary to carry on an extensive smelting business, and capable of smelting from 10 to 12 tons of black tin daily; together also with a commodious YARD opposite the same, and a QUAY therein, immediately abutting on the Truro tidal river, which is navigable for craft of considerable burthen. The works have been recently constructed at great expense, on the most approved plan; are within easy distance of productive tin mines; and afford unusual facilities for obtaining coals and shipping tin and other merchandise.

Applications (from principals only) to be made to Mr. Samuel Moyle, Boswigo-house, Truro; or to Messrs. Hodge and Hockin, solicitors, Truro.

Truro, August 31, 1853.

VERY EXTENSIVE AND IMPORTANT FREEHOLD PREMISES, comprising numerous BUILDINGS, and about 6 acres of LAND, in the City of Bristol.—TO BE SOLD, either together or separately, the ST. PHILIP'S IRONWORKS, situated close to the Great Western, Midland, and Exeter Railways, having a water frontage of 1150 ft. The buildings are on a large scale, and were used by the late owners for engineering purposes; have been recently erected in a superior manner, of the best materials, and may be easily converted into several and separate suitable premises for a soap house, chemical works, brewery, tin yard, cotton, flax, saw, or grist mill, or any manufactory requiring extent, securing to each valuable water frontage.

The portion constituting the forges and smithies of the long-established firm of Acramans and Co. cannot be improved on; it has a water-dock within the premises, and coal can be obtained within a few hundred yards—altogether presenting a singularly advantageous opportunity to re-establish the lucrative business carried on by the late proprietors in this department.

For plans and particulars, apply to Messrs. Osborne, Ward, and Co., solicitors, Bristol; or to Edwin Nash, auctioneer, 7, North-street, Bristol.

CASTLE EDEN COLLIERY.—TO BE SOLD, BY PRIVATE CONTRACT.

THE CASTLE EDEN COLLIERY, situated 5½ miles from Hartlepool, in the county of Durham, comprising the entire PLANT of WINDING and PUMPING ENGINES, STOCK of all descriptions, PITMEN'S COTTAGES, &c.

This colliery produces a first-class steam coal, well known by the name of "Hartlepool West Hartley." At present, the steam coal seam only is being worked, to the extent of about 110,000 tons annually. The powers of production may, at very little expense, be increased to from 150,000 to 200,000 tons annually. In addition to the steam coal seam, there are the High Main and Hutton seams, which form a good household coal. The extent of royalty at present under lease is 1500 acres, adequate to supply an annual sale of 150,000 tons of coals for upwards of 60 years. Any further information may be obtained on application to Mr. John Taylor, Haswell Colliery, Durham.—Sept. 8, 1853.

STEAM ENGINES.—COALBROOK MINES.—TO BE SOLD, A DOUBLE-ACTING CONDENSING ENGINE, with BOILER complete, cylinder 38½ in., 6 ft. stroke, metallic fixtures—all in good condition.

Also, TWO HIGH-PRESSURE NON-CONDENSING ENGINES, cylinder of each 12 in. in diameter, one fitted for pumping, the other for winding, boiler for both.

The Coalbrook Mines are situated in the county of Tipperary, within nine miles of Thurles, and 12 of Kilkenny Railway Stations, and 19 from Carrick-on-Suir and Clonmel Navigation.

The above engines are offered for the sums of £100, £200, and £100 respectively, as they now stand, in consequence of the owner having executed a lease of the mines, and being obliged to part with them within a limited period.

For further particulars apply to Messrs. Marshall and Tutill, 9, Queen-street, Westminster, London; Henry Langley, Esq., Coalbrook, New Birmingham, county Tipperary; and to Daniel Litton and Hewson, 11, Fleet-street, Dublin.

FOR SALE.—A NEW HIGH PRESSURE STEAM-ENGINE.

Of 12-horse nominal power, on independent bed-plate and framing, fitted with cold-water and feed pumps, water heater, governor, &c., complete; together with a large CORNISH BOILER, fitted with furnace and bars, water-gauge, cocks, pipes, and connections of every kind, complete. Also, a quantity of 3-in. BRIGHT SHAFTING, with hangers, brasses, and bolts; a variety of TURNED PULLEYS, &c.

Apply to Mr. Delany, Cambridge Wharf, Thames Bank Premises, Pimlico.

COPPER SPECIMENS.—FOR SALE. In One Lot, several hundred weight of extraordinarily RICH SPECIMENS OF COPPER, in pieces of various sizes. Apply by letter, addressed to Mr. H. Nesbitt, Allhallows Church-lane, Lombard-street, London.

WANTED.—A FEW THOUSAND TONS OF DEVONSHIRE OR CORNISH IRON ORE.—Apply, stating terms, to "J. O." Mining Journal office, 26, Fleet-street, London.

THE ADVERTISERS, having an extensive acquaintance with the MAKERS OF LAND, MARINE, and LOCOMOTIVE ENGINES, and MANUFACTURERS in Glasgow and the West of Scotland, are open to receive AGENCIES for the SALE OF ARTICLES used by such parties.—Address, "A. and B. 919," Post-office, Glasgow.

TO CAPITALISTS.—EXCEEDINGLY PROMISING MINING ENTERPRISE.—The ADVERTISER is desirous of NEGOTIATING with a FEW INDIVIDUALS for WORKING a very valuable MINING PROPERTY, which has yielded hundreds of tons of copper ore at a shallow depth, and is situated in the best mineral district, lying between some of the greatest productive mines in the county of Cornwall. The joint owners, Messrs. John Allen, Wheel Music, and the old Wh. Charlotte, have yielded a profit of more than £500,000. The incoming party will derive the benefit arising from £5000 or £6000 worth of work done, in bringing in and clearing out, and sinking engine and other shafts for drawing, ventilation, &c. A capital of £4000 or £5000 would be an ample sum to purchase and erect a steam-engine of sufficient power to draw the water, and also to bring the mine into a full state of working. A prospectus, with reports from Capt. William Boundy (of Wheal Elan), and Capt. William Thomas (of East Pool), and all other particulars had, and plans and sections of the mine seen, on application to Mr. William Bray, Chacewater, Cornwall.

TO CAPITALISTS.—TO BE SOLD, A SHARE IN A VALUABLE PATENT, which has upwards of 12 years yet to run. It is already in full operation, and producing very good returns, which may be greatly extended. Or the advertiser would be willing to enter into arrangements with a gentleman of energy to take the management of the business during his absence from this country, as he is compelled to go abroad, which is the sole cause of the present advertisement. Address, "F. S.," Mining Journal office, 26, Fleet-street, London.

TO ENGINEERS, &c.—WANTED, for the TALIESIN SILVER-LEAD COMPANY, a 36-in. cylinder STEAM-ENGINE.—Apply to Mr. Bacon, 32, Moorgate-street, City.

TO BE LET ON LEASE, BITUMINOUS, STEAM, and ANTHRACITE COAL, in the counties of GLAMORGAN, CARMARTHEN, and PEMBROKE.—Apply to Joshua Richardson, C.E., Neath.

BODMIN CONSOLS LEAD MINE, NEAR BODMIN, CORNWALL.—These MINES having been KNOCKED, persons who have CLAIMS AGAINST THE ADVENTURERS will please SEND them to the UNDER-SIGNED, as the debts are to be paid forthwith, and the surplus-money distributed.—D. G. GOATLEY, 75, Cornhill.

ST. DAY UNITED MINES.—A MEETING of the shareholders in these mines will be HELD at the Account-house, on the mines, on Wednesday, the 14th inst., at 10 o'clock.

THOMAS FIELD and FRANCIS FRYOR, Purser and Manager.

TAMAR SILVER-LEAD MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders in this company will be HELD at this office on Monday, the 3d October next, at Two o'clock, precisely.—Salvador House, London, Sept. 8, 1853.

CEYLON LAND AND MINING COMPANY.—The SHAREHOLDERS are earnestly requested to MEET the PROMOTER at the George and Vulture Tavern, Cornhill, London, on Tuesday, the 13th September inst., at Two o'clock precisely, for the purpose of entering into the present and future prospects of this company, and to consider on the most advisable means for carrying out the undertaking. If inconvenient for shareholders to attend, proxies may be sent to Mr. Payne.—Sept. 1, 1853.

CHAS. WYNN PAYNE, 53, Jermyn-street.

MOUNT CARBON CHARTERED COAL AND IRON COMPANY.—Notice is hereby given, that the OFFICES of the above COMPANY have been REMOVED to No. 3, GREAT ST. HELEN'S, BISHOPSGATE STREET.—Sept. 7, 1853.

By order, FRANCIS STOKES, Secy.

ROYAL SANTIAGO MINING COMPANY.—The Directors of this company hereby give notice, that they have this day made a CALL upon the shareholders of ONE POUND per share, to be paid to the company's bankers on or before the 17th day of September, 1853. By the terms of the agreement constituting the company, all shares of those proprietors who do not pay the said call of £1 per share within 30 days after the 17th September will be absolutely forfeited.

The term for the payment will be delivered upon application at the office, and the certificates must be lodged at the same time, to have the payment endorsed thereon.—38, Broad-street-buildings, July 13, 1853.

RHENISH MINING COMPANY.—Mr. ARTHUR DEAN and Captain JOS. VIVIAN (of North Roskar Mine, Cornwall), have just RETURNED from INSPECTING the mines belonging to this company. The REPORTS of these gentlemen are now being PRINTED, and COPIES may be OBTAINED by the shareholders on application at the offices of the company, No. 23, Threanedle-street; or in Manchester at No. 4, Nield-street; or on after Monday, the 13th inst.

By order, JOS. HODGE, jun., Secy.
23, Threanedle-street, London, Sept. 9, 1853.

SHARES IN WHEAL HARRIETT, IN THE PARISH OF CAMBORNE.

MR. C. WARTON is directed by the Committee, pursuant to the Rules of the Company, to SELL, BY AUCTION, at 10 o'clock, opposite the Bank of England, on Wednesday, the 14th of September, at Twelve o'clock, TWO HUNDRED AND NINETY-FOUR FORFEITED SHARES in the WHEAL HARRIETT MINE, situated in the rich mining district of Camborne, Cornwall, upon which 27s. 6d. per share has been paid. To be sold free of all calls to the present time.—Particulars may be had at the Mart; of Edward King, Esq., 27, Austinfriars; and of Mr. C. Warton, 38, Threanedle-street.

MARKET VALLEY COPPER AND TIN MINING CO. (PAYING DIVIDENDS).

MR. C. WARTON is directed by the trustees of the late Charles Reynolds, Esq., to SELL, BY AUCTION, at the Mart, on Wednesday, the 14th September, Twelve o'clock, in Six Lots, THIRTY SHARES in the MARKET VALLEY COPPER AND TIN MINES, near Liskeard, in the county of Cornwall, upon which £4 10s. 6d. per share has been paid. Considerable improvement has taken place within the last 12 months, and larger dividends may be fairly expected.—Particulars may be had at the Mart; at the principal hotel, Liskeard; at the White Hart Salubrious; and of Mr. C. Warton, auctioneer, &c., 38, Threanedle-street.

BOSCASWELL DOWNS MINE, ST. JUST, IN PENWITH, NEAR PENZANCE.

VALUABLE MINING MATERIALS FOR SALE.

MR. BELLINGER WILL SELL, BY PUBLIC AUCTION, on Monday, the 19th day of September inst., at Eleven o'clock in the morning, at BOSCASWELL DOWNS MINE, in the parish of St. Just, the following excellent MINING MACHINERY and MATERIALS:—viz., a 34-in. steam pumping-engine, 9 by 7½ ft. stroke, with two boilers, about 13 tons, nearly new; a 20-in. steam-whim, 8 by 7½ ft. stroke, with a cast-iron horizontal cage, and about 8 tons of boiler, &c., complete; also a 20-in. steam-whim, 4½ ft. stroke, and about 5 tons of boiler, &c., complete; a 16-in. steam-stamps, with 7 tons of boiler, axle for 18 heads, cast-iron frames, lifters, &c., complete; 30 fms. of 8-in. pumps; 50 fms. of 7-in. ditto; 100 fms. of 6-in. ditto; 40 fms. of 5-in. ditto; 8, 7, and 6 in. H. and top doorpieces; 8, 7, 6, and 5-in. windroves; 8, 7, 6, and 5-in. plunger-poles; 8, 7, and 6-in. stuffing-boxes and glands; balance and angle-bobs; capstan and shears; 8 tons of faggoted and Shropshire iron strapping-plates; 20 tons of railroad iron; 20 tons of 9-16th chain; faggoted iron caps; 4 tons flat rods; shaft rods; pulleys; tram saddles; rod bolts; flange bolts; yokes; staples and glands; shaft ladders; 2 36-in. smiths' bellows; 2 anvils, mandrills, vices, &c.; with a large quantity of other articles requisite in the outfit of an extensive mine, all well worthy the attention of mine agents and dealers generally. Also, several tons of old cast and wrought-iron.

For further particulars, apply to the agents, at the mine; Capt. Trewicke, St. Ives; or to the auctioneer, at Penzance.—Dated August 30, 1853.

CARDIGANSHIRE.—FREEHOLD ESTATE AND MINERAL VEINS.

MR. EDWARD WILLIAMS WILL SELL, BY AUCTION, at the Goredogan Arms, in the town of Aberystwyth, on Friday, September 30, 1853, at Five o'clock in the afternoon (subject to conditions then to be produced),

Lot 1.—All that desirable FARM called RHYDYRONNEN.

situate in the township of Caetan, in the parish of Llanfihangel-geneu'r-glyn, in the county of Cardigan, and now in the occupation of Mr. John Mason, with the valuable LEAD MINE thereon, which is now being worked by a respectable company.

Lot 2.—The allotment made in respect of this farm under the

CORSFOCHNO INCLOSURE.

said county, of 4 acres, or thereabouts, situate in the parish of Llanfihangel, in the said county, now in the occupation of Mr. James Jones, of Gwetro-fach.

The farm is situated within three miles of Tal-y-bont (through which place the mail and other coaches daily run), ten of Aberystwyth and ten of Machynlleth. The lands of Matthew Davies, Esq., John Davies, Esq., David Pritchard, Esq., the Rev. Lewis Hughes, and Mr. John Griffiths, respectively adjoin it.

For further particulars, apply to Mr. David Howell, solicitor, Machynlleth.

THE ENGINE BUILDING DEPARTMENT OF THE BEDLINGTON IRONWORKS, NEAR NEWCASTLE-UPON-TYNE.—MOST IMPORTANT TO ENGINEERS, MACHINISTS, IRON SHIPBUILDERS, &c.

MR. WHEATLEY KIRK is honoured with instructions to SELL, BY AUCTION, at the Turk's Head Hotel, Grey-street, Newcastle-upon-Tyne, on Monday, the 3d October, 1853 (and not on Thursday, the 15th September, as here advertised), at Seven o'clock in the evening, on such conditions as will be then there presented, the ENGINEERING DEPARTMENT of the well-known BEDLINGTON IRONWORKS, near Newcastle-upon-Tyne. The situation is decidedly one of the most advantageous in the United Kingdom for engine and iron shipbuilding, being on the navigable River Tyne, and within three miles of the intended new docks on that river. The works are built on freehold land, and have hitherto been applied chiefly to locomotive, stationary, and marine engine work; and consist of ENGINE, FACTORY, GASWORKS, WHARFS, SHEDS, IRON FOUNDRY, SMITHS' SHOPS, BOILER YARD, BRASS FOUNDRY, STOREHOUSE, AGENTS' AND WORKMEN'S HOUSES, COTTAGES, &c. There are ironworks, with blast furnaces, immediately contiguous to the engineering establishment, manufacturing every description of engine, forging, bar and bolt iron, boiler plates, and which would be supplied at the lowest market value. Wages are moderate, and coals exceedingly cheap.—A plan of the works and estate may be seen at the offices of Mr. Wheatley Kirk, mills, works, engineering, and general agent, auctioneer and valuer, 24, Princess-street, Manchester; and Messrs. Longridge and Co., 4, Mansel House-place, London.

AT THE FAR-FAMED BEDLINGTON ENGINEERING ESTABLISHMENT, BEDLINGTON, ON THE RIVER TYNE, NEAR NEWCASTLE-UPON-TYNE.

MR. WHEATLEY KIRK has the high honour to announce that he is favoured with instructions from the proprietors, Messrs. Longridge and Co., to prepare for SALE, BY AUCTION, to be held on Monday, 3d October, 1853 (and not on the 15th September, as before advertised), and many following days, commencing each day at Eleven o'clock, on the premises of their engine factories, known as the Bedlington Engine-works, near Newcastle-upon-Tyne, the whole of their magnificent, costly, and modern TOOLS, MACHINERY, PLANT, UTENSILS, STEAM ENGINES and BOILERS, SHAFTING, MILL GEARING, &c.

In the ENGINE FACTORIES may be enumerated about 50 lathes of the most modern construction, including very powerful and massive treble and double geared self-acting wheel; break, sliding, and screw cutting chuck and other lathe, on cast-iron beds (by Whitworth, Lewis

THE PATENT SMOKELESS FURNACES SUCCESSFULLY

ADAPTED TO LAND AND MARINE BOILERS, COPPERS, PANS, STILL, &c. Measurements free of expense, with estimates for immediate work. The increasing demand for skilled labour, however, and the vast number of orders to be executed in pursuance of Acts of Parliament now in force, and of others coming soon into operation, render it very doubtful that the present advantageous terms can be insured for future contracts. Ascertained saving of fuel from 15 to 25 per cent.

Information respecting LICENSES TO MANUFACTURE OR USE THE PATENT SMOKELESS FURNACES is given by Mr. JOHN LEE STEVENS, the patentee, at the offices, No. 63, King William-street, City, London, where drawings, testimonials, &c., may be seen, and references obtained to several highly respectable firms in London and elsewhere, upon whose premises the Patent Smokeless Furnaces are in daily operation. Also, by Messrs. FRANCIS MORTON and CO., No. 10, North John-street, LIVERPOOL, and No. 13, St. Mary's Gate, MANCHESTER, sole agents for those cities.

TESTIMONIAL TO MRS. CHISHOLM.—At a MEETING, held at the City of London Tavern, on the 9th August.

The Right Hon. ROBERT VERNON SMITH, M.P., in the chair. It was unanimously resolved, that a fund be raised, and presented to Mrs. Chisholm, as a public testimonial of her valuable services.

Subscriptions already advertised. £1048 5s. 6d.

S. L. Symonds, Esq.,	£ 1 10	J. P. Elliott, Esq.,	3 30
Frederick P. Ward, Esq.,	2 2	Samuel Rogers, Esq.,	5 00
Messrs. Dickson & Co., Glasgow,	50 00	Sir G. E. Trevelyan, Bart.,	2 00
Mrs. Jackson, late of Toorak,		J. A. Gordon, Esq.,	2 20
Melbourne,	10 00	At Messrs. Hoare's, in addition:	
Robert Dickson, Esq., Glasgow,	5 00	Henry Hallam, Esq.,	5 00
Miss Dickson,	5 00	John Lewis Mallet, Esq.,	2 00
Miss Janet Moffatt Dickson,	5 00	At Messrs. Masterman and Co.'s:	
W. N. Dickson, Esq.,	5 00	The Rev. B. Winthrop,	25 00
Per G. Irving Dickson, Esq.,	5 00	Lady Gipps,	5 00
Messrs. J. and W. Fairclough and Co.,		Shakespeare Phillips, Esq.,	5 00
Liverpool,	5 00	George Wythes, Esq.,	10 00
Messrs. Orr and Davie, Glasgow,	10 00	Messrs. Mackie and North,	1 10
Jas. Rae, Esq., late of Melbourne,	5 00	Very Rev. the Dean of Hereford,	1 10
Wm. Robertson, Esq., Glasgow,	1 00	Messrs. Anthony Gibbs & Sons,	10 10
Messrs. W. McKinnon and Co.,		John Baring, Esq.,	5 00
Glasgow,	2 00	J. M.,	0 10
Messrs. John M. Smith and Co.,		Henry Currie, Esq.,	10 00
Glasgow,	10 00	Henry William Currie, Esq.,	1 00
Messrs. James Morton and Co.,		The Count Strzelecki, C.B.,	1 10
Glasgow,	10 00	Mrs. Mary Sturch,	5 00
The Rev. W. C. Ridley, Glasgow,	1 00	M. Uzzell, Esq.,	10 00
Rev. J. F. S. Gordon, Glasgow,	1 00	Miss Johnson,	5 00
Henry Hoffman, Esq.,	5 00	Mr. Henry Johnson,	10 00
Robert Waterston, Esq., late of		His Grace the Duke of Newcastle	10 00
Sydney,	2 00	Miss Lawrence, Leamington,	1 10
D. Larnach, Esq., Bank of New		Thomas Reynolds, Esq.,	5 00
South Wales,	5 00	Philip H. Howard, Esq.,	1 10
E. J. Wheeler, Esq.,	2 00	J. Jones, Esq.,	1 10
The Rt. Rev. Bishop Ullathorne	3 30	Messrs. Pinta, Peneg, & Co.,	5 00
Mrs. Gilstone,	5 00	George Hyde, Esq.,	1 10
G. Baron, Esq.,	5 00	Wm. Ed. Slaughter, Esq.,	5 00
Improved Order of Old Friends,		V. Stuart, Esq., Liverpool,	5 00
Lodge 45,	1 10	The Rev. C. Kenyon,	1 00
C. W. Esq., Beckenham,	5 00	W. Westgarth, Esq., of Mel-	
S. Majorbanks, Esq., Bushey-		bourne, 2d don. (making £20)	14 15 0
grove,	10 00	William Walker, Esq.,	10 10 0
Henry S. Keeling, Esq.,	1 10	H. Bellamy Webb, Esq.,	1 10
Messrs. Hotchin and Mobbs,	5 00	Lady Hayter,	1 10
Alfred Davis, Esq.,	10 10	H. F. Hughes, Esq.,	1 10
C. S. Islington,	0 50	Messrs. E. Homan and Co.,	1 10
Arthur Marshall, Esq., Leeds,	5 00	W. Delunoy, Esq.,	2 20
E. Stanley, Esq., Canterbury,	3 00	Messrs. Allen and Jolly,	2 20
At Messrs. Ransom and Co.'s, in addition		Messrs. Hind, Parker, and Co.,	1 10
to subscriptions before advertised:		Messrs. H. E. and M. Moses,	5 00
Charles Dixon, Esq.,	20 00	A Friend,	1 10
Sir George Hodgkinson,	10 10	Messrs. Sharp and Wilkins,	10 10 0
Samuel Smith, Esq., Whitehall,	5 00	Messrs. Chas. Jacob and Sons,	5 00
Capt. the Hon. H. Murray, R.,	5 00	Louie Nathan, Esq.,	1 10
At Messrs. Coutts & Co.'s, in addition:		Miss Lumley,	1 00
Mrs. Nightingale,	5 00	Miss Cobb,	0 10 0
Mrs. Fletcher Langridge,	5 00	Messrs. Leach, Broadbent, & Co.,	2 20
S. G. Rathbone, Esq.,	10 00	W. J. Powell, Esq.,	2 20
A. Hodgson, Esq.,	5 00	F. H. Goldsmith, Esq.,	5 00
The Rev. M. H. Gurney,	10 00	John Moxon, Esq.,	2 20
Messrs. Gibbs, Bright, & Co.,	25 00	H. D. Hilderton, Esq.,	0 10 0
Anonymous, Leicester,	25 00	Messrs. Manlove and Allott,	2 00
Charles Melley, Esq.,	20 00	Nottingham,	2 00
Jabez Hogg, Esq.,	1 10	Messrs. Farrell and Bousfield,	5 00
Mrs. Paynter,	5 00	Messrs. Holland, Evesham,	2 00
Mr. Hodson,	1 00		

Subscriptions will be received by the treasurer (John Masterman, Esq., M.P., and Thomson Hankey, jun., Esq., M.P.), and by the following bankers:—Messrs. Masterman and Co.; Williams, Deacon, and Co.; Coutts and Co.; Hoares and Co.; and Ransom and Co.; and also at the offices, 29, Bucklersbury, address to the honorary secretary, George Hay Donaldson, Esq., to whom all money-orders should be made payable.

LOANS IN CONNECTION WITH LIFE ASSURANCE.

Individuals possessing real or personal property, officers in the army or navy, clergymen, professional men, merchants, tradesmen, and persons of respectability, may, by ASSURING with the TRAFALGAR LIFE ASSURANCE ASSOCIATION, OBTAIN ADVANCES, for periods varying from one month to any other period, upon the following securities:—Upon freehold or leasehold property in England; upon reversions, annuities, sign-manual pensions, or any other description of assignable property, or income in connection with life assurance. Upon personal security, by the borrower procuring responsible securities to join in a bond, or other security for repayment, and on condition of the life of the borrower, or, at least, one of his relatives, being assured for a proportionate amount.

Applications for detailed prospectuses, forms of proposal, agencies, and all other information, are requested to be made to

Chief Offices, 40, Pall Mall, London. THOMAS H. BAYLIS, Manager and Sec.

TRAFALGAR LIFE ASSURANCE ASSOCIATION

Capital £250,000, fully subscribed for by a registered and most responsible proprietor, consisting of several hundreds of shareholders.

(Incorporated by Act of Parliament.)

CHIEF OFFICES, 40, PALL MALL, LONDON.

The business of this association embraces the granting of:—1. Life assurances in healthy, declined, doubtful, or diseased lives.—2. Guarantees for fidelity of trust combined with life assurance.—3. Immediate and deferred annuities.—4. Loans in connection with life assurance on personal and other securities.

The whole of these four important branches of business are transacted by this association on the most favourable terms.—For prospectuses and all other information, apply to

THOMAS H. BAYLIS, Manager.

N.B. Agents wanted throughout England and Scotland.

GUARANTEE FOR FIDELITY OF TRUST, COMBINED

WITH LIFE ASSURANCE.—THE DIRECTORS OF THE TRAFALGAR LIFE ASSURANCE ASSOCIATION GRANT POLICIES combining the above objects on particularly FAVOURABLE TERMS.—For forms of proposal, terms, and all other information, apply to

THOMAS H. BAYLIS, Manager.

Chief Offices, 40, Pall Mall, London.

N.B. Agents wanted throughout England and Scotland.

DISEASED, DOUBTFUL, OR DECLINED LIVES.

THE DIRECTORS OF THE TRAFALGAR LIFE ASSURANCE ASSOCIATION GRANT ASSURANCES at MODERATE RATES of premium, not only on the LIVES of persons who have been REJECTED by other offices, but also on those who may be suffering from consumption, asthma, bronchitis, pneumonia, disease of the heart, apoplexy, epilepsy, disease of the liver, dropsy, scrofula, gout, rheumatism, &c.

For forms of proposal, and all other information, apply to

THOMAS H. BAYLIS, Manager.

Chief Offices, 40, Pall Mall, London.

N.B. Agents wanted throughout England and Scotland.

AGENCY.—THE DIRECTORS OF THE TRAFALGAR LIFE ASSURANCE ASSOCIATION continue to receive APPLICATIONS from

respectable parties (accompanied with references) RESIDENT in the various towns in ENGLAND and SCOTLAND, for the AGENCY of this institution. The commission allowed is highly remunerative, while the important and numerous branches of business undertaken afford greater facilities than at most other offices for the exertion of active and influential agents.

The business of this association embraces the granting of:—1. Life assurance on healthy, declined, doubtful, or diseased lives.—2. Guarantees for fidelity of trust combined with life assurance.—3. Immediate and deferred annuities.—4. Loans in connection with life assurance on personal and other securities.—For detailed prospectuses, and all application, apply to

THOMAS H. BAYLIS, Manager.

Chief Offices, 40, Pall Mall, London.

RAILWAY PASSENGERS' ASSURANCE COMPANY.

(Empowered by Special Act of Parliament.)

OFFICES.—No. 3, OLD BROAD STREET, LONDON.

INSURANCES against RAILWAY ACCIDENTS can now be EFFECTED with this company, not only for SINGLE and DOUBLE JOURNEYS, and by the YEAR, as heretofore, but also for TERMS OF YEARS, and for the WHOLE OF LIFE, as follows:—

To insure £1000 for a term of Five years—Premium..... £3 10 0

To insure £1000 for a term of Ten years..... 6 0 0

To insure £1000 for the whole term of Life—By Annual Premiums on the following decreasing scale:—

For the first Five years—Annual Premium..... £1 0 0

For the next Five years..... ditto..... 0 15 0

For the next Five years..... ditto..... 0 10 0

For the remainder of Life..... ditto..... 0 5 0

To insure any sum, not exceeding £1000, for the whole term of Life—By a Single Payment, according to age, at the following rate per cent.:-

Above 20 Above 25 Above 30 Above 35 Above 40 Above 45 Above 50 Above 55 Above 60

Under 20 Under 25 Under 30 Under 35 Under 40 Under 45 Under 50 Under 55 Under 60

£1 0 0 £1 0 0 £1 0 0 £1 0 0 £1 0 0 £1 0 0 £1 0 0 £1 0 0 £1 0 0

The above premiums include the stamp duty, which is payable to Government by the company.

The total amount insured by any of the above modes will be paid in case of death by railway accident while travelling in any class carriage on any railway in the United Kingdom, and proportionate compensation in the event of personal injury.

3, Old Broad-street, Sept. 1853. WILLIAM J. VIAN, Sec.

Board of Trade.—Department of Science and Art.

METROPOLITAN SCHOOL OF SCIENCE

APPLIED TO MINING AND THE ARTS.

DIRECTOR.—SIR HENRY T. DE LA BECHE, C.B., F.R.S.

The following COURSE OF LECTURES AND PRACTICAL DEMONSTRATIONS will be given NEXT SESSION, which will COMMENCE on the 1st October, with an INTRODUCTORY LECTURE by Prof. E. FORBES:—

1. CHEMISTRY, with special reference to the Arts, A. W. HOFMANN, Ph.D., F.R.S.
2. NATURAL HISTORY, applied to Geology and the Arts, E. FORBES, F.R.S.
3. PHYSICAL SCIENCE, with its special Applications, R. HUNT.
4. APPLIED MECHANICS, E. WILLIS, M.A., F.R.S.
5. METALLURGY, J. PERCY, M.D., F.R.S.
6. GEOLOGY, with special reference to the Arts, A. C. RAMSAY, F.R.S.
7. MINING.—MINERALOGY, W. W. SMITH, M.A.

Instruction in Mechanical Drawing is also given.

The Royal College of Chemistry, now the Chemical Laboratory of this School, receives pupils at a fee of £10 for the term of 14 weeks. The same fee is charged in the Metallurgical Laboratory. The fee for matriculated students (exclusive of the laboratory) is one payment of £30 for two years, or two annual payments of £20—this fee includes field instruction.

Tickets to separate courses of lectures are issued at £3 and £4. Officers in the Queen's, or E. I. Company's Service, acting mining agents and managers, may obtain them at half the usual charge. H. R. L. of Prince of Wales has granted two Exhibitions to the school, and others have also been established.

For information, apply to Mr. T. Rees, registrar, at the school, Jermyn-st., London.

Board of Trade.—Department of Science and Art.

THE AUTUMN SESSION will COMMENCE on the 1st OCTOBER,

when COURSES OF LECTURES AND PRACTICAL DEMONSTRATIONS IN SCIENCE will be given in the METROPOLITAN SCHOOL OF SCIENCE, Jermyn-street; and in AIT at MARLBOROUGH HOUSE.

THE SCIENTIFIC COURSE includes Chemistry, Natural History, Physical Science, Applied Mechanics, Metallurgy, Geology, Mineralogy, and Practical Instruction in the Laboratory, with special reference to the Arts, and Mechanical Drawing, Perspective, Colouring, Practical Construction, and various technical applications of Art.

The courses are intended to impart a knowledge of the principles of science and art involved in manufacturing and mining processes to those who may desire to carry them into practical and industrial pursuits. Special attention is also devoted to the training of teachers in a knowledge of science and art.

Prospectuses and further information may be obtained at Marlborough House, Pall Mall; or at the Metropolitan School of Science, Jermyn-street.

DR. RAMADGE ON ASTHMA AND DISEASE OF THE HEART.

One Vol., greatly improved, Second Edition, price 10s. 6d.

ASTHMA, ITS VARIETIES AND COMPLICATIONS; with Practical Remarks on their Specific Treatment; illustrated by Cases and Plates, coloured from nature. To which is annexed, a succinct TREATISE on the principal DISEASES OF THE HEART. By F. H. RAMADGE, M.D., Fellow of the College of Physicians, late Senior Physician to the Royal Infirmary for Asthma, Consumption, and other Diseases of the Lungs.

London: Longman and Co.

WHY QUARTZ MINING COMPANIES ARE FAILURES.

Just published, price One shilling.

CALIFORNIA AND ITS GOLD MINES; being a Series of recent

Communications from the Mining Districts upon the Present Condition and Future Prospects of Quartz Mining; with an Account of the Richer Deposits, and Incidental Notices of the Climate, Scenery, and Mode of Life in California. Edited by ROBERT ALLSOP, of the Stock Exchange.

Groombridge and Sons, Paternoster-row, and may be had of all booksellers; and of the editor, No. 1, Royal Exchange-buildings.

MINING MEN AND MINERS' MANNERS.

Now ready.

THREE COMIC CORNISH POEMS (Illustrative of Local Peculiarities), by I. T. TREVELLARS, CALLED—

ROZZY PAUL AND ZACKY MARTIN.

THE PERRAN CHERRYBEAM; and

THE ST. AGNES BEAR HUNT.

May be had of the principal booksellers, or of the author, at No. 80, Lemon-street, Turin, price 6d., or per post on receipt of 10 penny postage stamps.

MINING.—Much MINING WEALTH remains UNEXPLORED

in consequence of the large capital necessary to try the real value of mining property. This object is now accomplished for a SMALL OUTLAY, without delay, by the HIRE OF MEDWIN AND HALL'S PATENT PORTABLE STEAM-ENGINES, for pumping, winding, &c. These engines may be rented for any time required, of 10, 14, 20, or 30-horse power, and upwards; are strong, simple, mounted on broad wagon-wheels, horse-shafts to remove at pleasure, may be set to work without delay of fixing brick-work, chimney, &c. Several are ready for delivery, either at rental or purchase.—Apply to Messrs. Medwin and Hall, engineers, 92, Blackfriars-road. Some of the above engines are already employed in mining purposes.

THE CHEAPEST AND MOST POWERFUL QUARTZ CRUSHER

yet invented is BAGGS'S STEAM STAMP, protected by a double patent. A small 4-horse engine will crush 30 tons of quartz or ore in 12 hours. The engine is complete in itself, and needs no separate steam-engine, or other motive power to keep it in action. It is now on hand at 92, Blackfriars-road.

These stamping engines are capable of CRUSHING BLOCKS A FOOT SQUARE.

EXTRACTION OF GOLD AND SILVER FROM THEIR ORES.

—THE NEW RAPID ALGAMATOR (BAGGS'S PATENT) requires only HALF the usual amount of MERCURY, and effects an enormous SAVING OF TIME in the process of AMALGAMATION. THE NEW MERCURIAL SEPARATOR, secured under the same patent, effects a complete separation of the mercury from the refuse quartz, after the process of amalgamation is complete, in the space of a FEW SECONDS, instead of requiring, as at present, a tedious operation of some two hours.

In these machines, improved mechanical arrangements are aided by the most powerful chemical affinity, and from the principles introduced, it is next to impossible to lose a particle of gold to escape. The three following companies have already adopted these important improvements:—The Anglo-Californian Gold Mining, the Alliance Californian Gold Mining, and the Anglo-Australian Gold Mining Company.

For terms of license, and other particulars, apply to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street.

THE NEW STEAM STAMPS, FOR CRUSHING GOLD QUARTZ

AND METALLIC ORES.—(BAGGS'S PATENT).

These powerful MACHINES are now TO BE HAD at a SHORT NOTICE, and of any number of horse-power, from four to twenty.—All communications to be addressed to Mr. ISHAM BAGGS, at the office of the Mining Journal, 26, Fleet-street.

A 4-horse Steam Stamp, complete, £130, royalty included, for cash, and other sizes at proportionate rates.

The following Testimonial of the power and efficacy of these engines is from the manager of one of the smelting establishments in South Wales, where steam stamps, of moderate power, under this patent, have been for some time in operation:—

TO ISHAM BAGGS, ESQ., LONDON.

DEAR SIR,—In reply to your letter of inquiry about the action of your Patent Steam Machine, I beg to say, that I have now had it fully at work for two months; the quantity of coarse metal it will crush with ease is about 20 tons in 10 hours—about two-thirds is crushed fine, the remainder would require to be stamped a second time, to reduce it to the same fineness. The steam used is very little, and the crushing force very great; large lumps of the metal (which is very hard) are immediately broken down—when I say large, I mean lumps as big as ordinary paving stones. I am now putting up the second machine which you sent me, and have no doubt it will give (as the first has already done) entire satisfaction. I am quite convinced that the principle is excellent, and far superior to any other mode of crushing.

Spotty Copper Works, Llanelly. I am, yours, &c., ALFRED TRUFMAN.

The patent stamps may be used with atmospheric pressure, through the medium of a water-wheel or other prime mover. The application is extremely simple, very powerful, and where a motive-force is ready at hand, the machines cost less than when steam is employed.

NOTICE.—TO GOLD COMPANIES, AND THE MINING

WORLD GENERALLY.—THE NEW STEAM STAMPS.—One of these powerful ENGINES HAS JUST BEEN ERECTED, and is NOW SET TO WORK, at Messrs. MEDWIN AND HALL'S, Engineers' and Portable Engine Makers, No. 92, BLACKFRIARS ROAD, where it may be seen in operation daily, and its powers subjected to any required test. These stamps, after the most careful inspection, have already been adopted by the following companies:—

THE ENGLISH AND AUSTRALIAN COPPER COMPANY.

THE ANGLO-CALIFORNIAN GOLD MINING COMPANY.

THE ALLIANCE GOLD MINING COMPANY.

THE ANGLO-AUSTRALIAN GOLD MINING COMPANY.

THE MEXICAN AND SOUTH-AMERICAN MINING COMPANY.

THE ST. JOHN DEL REY (Gold, Brazil).

THE LINARES LEAD MINING ASSOCIATION (Spain).

THE LONDON AND CALIFORNIA GOLD QUARTZ CRUSHING COMPANY.

THE ALMADEN MINING AND SMOELTING COMPANY (Spain).

THE SAN FERNANDO LEAD MINING COMPANY (California, Spain).

And they are about being adopted by several other companies and private individuals, who have carefully tested the results of their crushing powers, and submitted their capabilities to the most severe tests. In proof of the utility of these engines, it may be observed, that the saving in manual labour which they will effect to one company alone (the St. John del Rey) will amount many thousand pounds sterling per annum.—For cards to view the engine at Messrs. Medwin and Hall's, apply, by letter, to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street, London, where any further particulars may be obtained on application.

IMPROVED STEAM HAMMERS.—MR. ISHAM BAGGS is

now prepared to SUPPLY ironmasters, engineers, manufacturers, and miners, with STEAM HAMMERS and STAMPS of the most IMPROVED CONSTRUCTION, for forging and hammering iron and other metals, driving piles, and stamping and crushing gold quartz, metallic ores, and minerals of every description. By the introduction of a principle recently patented by himself, in conjunction with Mr. Frederick Bramwell, C.E., no less than FIFTY PER CENT. OF THE STEAM now used is SAVED while the blow struck is very much harder than in the engines now in use.

THE NEW STEAM-STAMPS, for crushing ores, have been adopted by many of the leading companies, and they are now at work in various parts of North and South America, Australia, and England. They are eminently adapted for spalling, as well as crushing to fine powder, and they effect an enormous saving in superfluous manual labour. A four-horse steam-stamp complete, with all the latest improvements, £140 (royalty included), for cash; a twenty-horse engine ditto, £650, and other sizes at proportionate rates. Contracts to any extent undertaken.

For further particulars, apply to Mr. Isham Baggs, Mining Journal office, No. 26, Fleet-street, London.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

DEPARTURES OUTWARDS.

INDIA AND CHINA, via EGYPT.—For Aden, Ceylon, Madras, Calcutta, Penang, Singapore, and Hong Kong, on the 4th and 20th of every month from Southampton; and on the 10th and 26th from Marseilles.

AUSTRALIA via SINGAPORE.—For Adelaide, Port Phillip, and Sydney (touching at Batavia), on the 4th September, and 4th of every alternate month thereafter from Southampton, and on the 10th September, and 10th of every alternate month thereafter from Marseilles.

MALTA AND EGYPT.—On the 4th and 20th of every month from Southampton; and the 10th and 26th from Marseilles.

MALTA AND CONSTANTINOPLE.—On the 27th of every month from Southampton.

SPAIN AND PORTUGAL.—For Vigo, Oporto, Lisbon, Cadix, and Gibraltar, from Southampton, on the 7th, 17th, and 27th of every month.

CALCUTTA AND CHINA.—Vessels of the Company ply occasionally (generally once a month) between Calcutta, Penang, Singapore, Hong Kong, and Shanghai.

For further information, and tariffs of the Company's rates of passage-money and freight, for plans of the vessels, and to secure passages, &c., apply at the Company's offices, 122, Leadenhall-street, London;

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5130	Alfred Conso (copper), Phillack	£2 10s	£21	30% 21	£7 13 0	£0 13 0-July, 1853.
3000	Alfred Conso (copper), Phillack	£2 10s	£21	30% 21	£7 13 0	£0 13 0-July, 1853.
624	Bailledown (tin), St. Just	11 1/2	10 1/2		12 0 0	0 2 0-Nov., 1852.
5000	Black Holes, Worthen, Salop	17 13s 6d	3 1/2		0 10 0	0 3 0-Aug., 1853.
1000	Black Holes (tin), St. Austell	25	7	7	0 10 0	0 3 0-Aug., 1853.
1000	Black Holes (tin), St. Austell	25	7	7	0 10 0	0 3 0-Aug., 1853.
1000	Black Holes (tin), St. Austell	25	7	7	0 10 0	0 3 0-Aug., 1853.
1000	Black Holes (tin), St. Austell	25	7	7	0 10 0	0 3 0-Aug., 1853.
1000	Black Holes (tin), St. Austell	25	7	7	0 10 0	0 3 0-Aug., 1853.
1000	Black Holes (tin), St. Austell	25	7	7	0 10 0	0 3 0-Aug., 1853.
1000	Black Holes (tin), St. Austell	25	7	7	0 10 0	0 3 0-Aug., 1853.
1000	Black Holes (tin), St. Austell	25	7	7	0 10 0	0 3 0-Aug., 1853.

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Alten Mining Company (copper), Norway	£14 1/2	7 1/2		£3 10 0	£0 10 0-Dec., 1852.
2000	Baden, Grand Duchy of	1	1	1 1/2	£0 10 0	£0 10 0-Dec., 1852.
10000	Brazilian Imperial (gold), Brazil	25	3 1/2	3 1/2 1/2	£34 17 6	£0 10 0-Dec., 1852.
2464	Burra Burra (copper), South Australia	5	150		£35 0 0	£0 5 0-March, 1853.
12000	Cobre Copper Company (copper), Cuba	40	44 1/2	44	£59 12 0	£0 5 0-March, 1853.
10000	Copiapó Mining Company (copper), Chile	15	11		£8 0 0	£0 10 0-June, 1853.
20000	General Min. Assoc. (iron, coal), Nova Scotia	20	3 1/2	9 1/2 9	£0 13 0	£0 10 0-April, 1853.
10000	Linares (lead), Spain	2 1/2	12		£4 0 0	£0 10 0-April, 1853.
2700	Marmato (gold), Colombia	2 1/2	12		£4 0 0	£0 10 0-April, 1853.
50000	Mariposa and New Granada	1	1	1 1/2	£0 2 0	£0 10 0-July, 1853.
60000	Mexican and South American (cop.), Mexico	9	6 1/2		£4 17 6	£0 10 0-July, 1853.
32000	Oberhofen (lead), Germany	1	1 1/2	1 1/2 1/2	£0 10 0	£0 10 0-July, 1853.
7000	Royal Santiago (copper), Cuba	13	4	3 1/2	£33 4 0	£0 5 0-July, 1848.
11000	St. John del Rey (gold), Brazil	15	33	33 1/2	£21 17 6	£0 2 0-July, 1853.
43174	United Mexican (silver), Mexico	Av.	28 1/2	4 1/2	£1 16 6	£0 4 0-Feb., 1853.

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
75000	Adelaide Land and Gold Comp.	2	1 1/2	1 1/2		
150000	Australian (cop.), S. Australia	1	1 1/2	1 1/2		
60000	Barrova Range	1 1/2	1 1/2	1 1/2		
75000	Brucutu (gold), Brazil	1 1/2	1 1/2	1 1/2		
120000	Gladbach (zinc)	1	1 1/2	1 1/2		
120000	Jamnia (copper), Austria	1	1 1/2	1 1/2		
23000	Kinzigtal (tin), Austria	3 1/2	2 1/2	2 1/2		
24000	Linares & Co. Min. Co., Spain	1	1 1/2	1 1/2		
60000	Linares, New, (lead, cop.), Spain	1	1 1/2	1 1/2		

MINES WHICH HAVE SOLD ORES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
500	Ablon (porcelain & bleach clay)	5 1/2	5 1/2			
4000	Ablon Moor Mining Co., Camb.	1	1			
3000	Altman Con. (tin, cop.), Altan	1	1			
10000	Altman Con. (tin, cop.), Altan	1	1			
4000	Altman Con. (tin, cop.), Altan	1	1			
4000	Altman Con. (tin, cop.), Altan	1	1			
4000	Altman Con. (tin, cop.), Altan	1	1			
4000	Altman Con. (tin, cop.), Altan	1	1			
4000	Altman Con. (tin, cop.), Altan	1	1			
4000	Altman Con. (tin, cop.), Altan	1	1			

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
2000	Gall-y-Maen, Merioneth	2	2 1/2			
5000	Gall-y-Maen (lead), Flint	2 1/2	2 1/2			
2048	Gall-y-Maen (lead), Flint	2 1/2	2 1/2			
2000	Gall-y-Maen (lead), Flint	2 1/2	2 1/2			
2000	Gall-y-Maen (lead), Flint	2 1/2	2 1/2			
2000	Gall-y-Maen (lead), Flint	2 1/2	2 1/2			
2000	Gall-y-Maen (lead), Flint	2 1/2	2 1/2			
2000	Gall-y-Maen (lead), Flint	2 1/2	2 1/2			
2000	Gall-y-Maen (lead), Flint	2 1/2	2 1/2			
2000	Gall-y-Maen (lead), Flint	2 1/2	2 1/2			

MINES NOT HAVING SOLD ORES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
2048	Anna Maria, Cardigan	2 1/2	2 1/2			
10000	Arundell Copper	1	1			
10000	Arundell Copper	1	1			
10000	Arundell Copper	1	1			
10000	Arundell Copper	1	1			
10000	Arundell Copper	1	1			
10000	Arundell Copper	1	1			
10000	Arundell Copper	1	1			
10000	Arundell Copper	1	1			
10000	Arundell Copper	1	1			

* Our object is to make the Share List correct: it must be obvious we cannot do so without the constant assistance of those concerned. We, therefore, earnestly call upon all who have the power, to aid us, by forwarding any alterations or corrections which may, from time to time, come under their notice. Reports from mines, notices of meetings—in fact, mining information of every description, forwarded to our office, will meet ready attention.

London: Printed by RICHARD MIDDLETON, and published by HENRY ENGLISH (the proprietors), at their office, No. 26, FLEET STREET, where all communications are requested to be addressed.—September 10, 1853.